



AGENDA

Tuesday, April 17, 2018

5:00 P.M.

Contra Costa Transit Authority

2999 Oak Road, Suite 110

Walnut Creek, CA 94597

The public may comment on any Agenda item or any item of public interest within the jurisdiction of the Contra Costa Centre Area Municipal Advisory Council. In accordance with the Brown Act, if a member of the public addresses an item not on the posted agenda, no response, discussion, or action on the item may occur.

NOTE: Instructions for meeting location access are below

1. Approval of the October 17, 2017 meeting minutes
2. Public Comment
3. Cannabis Regulations Framework Presentation – Jamar Stamps, Planner, Contra Costa County Dept. of Conservation and Development (DCD)
4. I-680/Treat Blvd. Bike/Pedestrian Improvement Plan – Jamar Stamps, DCD
5. Road Closure Permit for Jones Road – Lia Bristol, Office of Supervisor Karen Mitchoff
6. MCE Renewable Energy Provider for County Residents and Businesses – Lia Bristol
7. Update on Walden I and II – Lia Bristol/Public Works staff
8. Discussion on CA Senate Bill 35 (Wiener) and Senate Bill 827 (Wiener)
9. Brown Act Trainings Update – Lia Bristol
10. Election of Officers
11. Council Member Comments
12. Adjourn



Contra Costa Centre Area Municipal Advisory Council Minutes of Tuesday, October 17, 2017

The meeting was called to order by John Vallor, Chair at 5:00 P.M.

Board Members present: Lynette Busby, Marylee Martinez, Jeffrey Peckham, and 3 positions remain unfilled.

NOTE: The Contra Costa Centre Area Municipal Advisory Council is referred to as the 'MAC' in the minutes. Unless otherwise needed to clarify sources of comments other than the MAC, MAC members' comments and questions are referred to by first name.

1. Approval of the minutes of the meeting of July 18, 2017

On motion by Marylee Martinez, second by Lynette Busby and carried unanimously to approve the minutes of the July 18, 2017 meeting, as submitted.

2. Public Comment

The Board introduced and welcomed the new minute-taker Anita Tucci-Smith.

3. California Highway Patrol (CHP) Update

CHP Officer Jason Joyner reported that there had been ten traffic collisions along the area of Treat Boulevard with some injury and some property damage but nothing too significant, five DUI arrests, and two warrant arrests. In other matters, he reported that the new HOV lane on I-680 had become operational, CHP Officers were on 12-hour shifts until further notice due to the wildfires in the North Bay, and he had been working on parking complaints in the area to ensure compliance with the speed limits.

4. Contra Costa County Sheriff Update

Lia Bristol presented a report provided by the Sheriff's Office that there had been an influx in vehicle burglaries although crime was up all over the County and burglaries came in waves; the Sheriff's Office had reached out to local businesses to remind tenants and residents to keep valuables out of sight; and information had been shared with the graveyard Deputy who had tried to increase patrols.

Marylee noted that Deputy Kim Bierwith had been parking in the driveway in the morning to keep an eye on morning traffic, which had been most helpful.

5. Temporary Parking on Block D – Update

Lia advised that Maureen Toms from the County Conservation & Development Department, as well as Jeff White from Avalon, had reported on the continuation of the use of Block D for temporary parking, which would be reduced by half when construction started. She noted that the JPA was to consider two additional one-year extensions of the Block D parking to April 2020. An update would be provided at the next meeting.

6. Avalon and Block C – Update

Lia also advised that Maureen Toms had also reported that Avalon expected to close on legal documents by mid-November and to pull permits at that time, with work to start by December 2017.

7. Traffic Discussion

Marylee noted a discrepancy in signage around the Cherry Lane, Walden, and Walnut areas that identified either a 3-ton or 5-ton gross weight limit, and questioned the difference and whether that weight limit was regulated by City of Walnut Creek or County ordinance. She added that there was no clear signage to warn truck drivers about the tonnage limit on Cherry Lane and the sign itself was at the immediate turn into Cherry Lane. She questioned whether truckers were aware of that issue and sought a way to increase signage on Treat Boulevard with a tonnage limit and requested that the sign on Cherry Lane be moved down to make it more visible to truckers. She added that those living on Walnut in the City of Walnut Creek had become active and had been working with the City Traffic Engineer to address traffic calming and traffic volumes since a recent Walnut Creek traffic study had found that the vast majority of traffic was from out of the area.

Lia reported that the County Public Works Department (PWD) had indicated a 5-ton gross weight limit for Cherry Lane at Las Juntas and Walnut at Oak Road, and a 3-ton limit at Walnut and Oak Road, with tonnage signs on Cherry Lane. The PWD will replace the erroneous limit sign at an appropriate place, and will place two advance signs approaching Cherry Lane. She will follow up on the appropriate placement of the sign on Cherry Lane.

8. Potential Short-Term Rental Ordinance for Contra Costa County: County Requesting Input from MAC Members – Discussion and Questionnaire

The MAC briefly discussed the best way to submit comments to the Board of Supervisors and had determined that each member would fill out the questionnaire for submittal to the Board.

Each of the thirteen items on the questionnaire were discussed, with comments from the MAC, as follows:

1. Require owner occupancy (e.g., hosted rental)?
The MAC was split on the requirement for owner occupancy although suggested it was reasonable to require contact information.
2. Prohibit rental of Accessory Dwelling Units (ADUs)?
The MAC was split on the prohibition of ADUs.
3. Restrict rentals to 90 days per year? More or less?
Marylee suggested the intent of ADUs was to deal with the housing shortage and would take away from permanent housing; Jeffrey did not think the restriction was reasonable; and John suggested ADUs would impact the hotel market.
4. Notification to neighbors with owner information (e.g., require owner to be in close proximity during rental)?
The MAC supported notification to neighbors with owner information.
5. Require additional parking?
The MAC supported the requirement for additional parking.
6. Limit the number of guests?
The MAC supported a limit on parking and suggested no more than two people per bedroom.
7. Require a discretionary Land Use Permit for all exceptions (e.g., insufficient parking)?
The MAC supported the requirement for a discretionary Land Use Permit for all exceptions, with a clarification of the term “discretionary.”
8. Require a business license?
The MAC supported a requirement for a business license, to be placed on all ads placed for the rental.
9. Require performance standards to be met or permit may be revoked?
The MAC requested a clarification of “performance standards” and asked if that referred to behavioral standards.
10. Allow special events at rental?

The MAC was split on whether to allow special events.

11. Require a Transient Occupancy Tax on all short-term rentals?

The MAC supported the requirement for a Transient Occupancy Tax consistent with all hotels.

12. Require a ministerial permit to operate?

The MAC requested a clarification of the term “ministerial.”

13. Prohibit all Short Term Rentals?

Marylee noted a concern for the term and allowing tenants legal right, and suggested it be less than 30 days. Lia explained the discussion was that the County would not allow short term rentals at all in unincorporated areas.

PUBLIC COMMENT

Fred Nelson, 160 Greenwood Circle, Walnut Creek, offered comments on the short term rental proposal in light of his negative experience with an Airbnb rental in his neighborhood. Given his experience, he emphasized that if ADUs were allowed, there would have to be regulations to protect the neighbors, a business license, notification to neighbors, adequate parking, check-in and check-out regulations, an on-site owner, compliance with all regulations of the jurisdiction in which it was located, no special events, and there should be significant fines for violators.

MAC members agreed to fill out the questionnaire and submit it to the County.

9. Agenda Items for Next Meeting

The MAC recommended that the next meeting agenda include an *Annual Report*, *Election of Officers*, *Update on Traffic*, and any *Other Issues* that may have arisen prior to that time.

10. Councilmember Comments

Marylee thanked the County for striping Cherry Lane, for responding to the concerns related to gross tonnage, and for the removal of the pine tree on Seven Hills Ranch Road.

11. Adjournment

On motion by Jeffrey, seconded by Lynette and carried unanimously to adjourn the meeting at 6:02 P.M. to the next meeting scheduled for January 16, 2018.



CONTRA COSTA CENTRE MAC
TUESDAY, MARCH 20, 2018

PRELIMINARY FRAMEWORK FOR CANNABIS REGULATION IN UNINCORPORATED CONTRA COSTA COUNTY

HOW DID WE GET HERE?

- November, 2016 – Voters passed Prop 64 (Adult Use of Marijuana Act)
- The Board of Supervisors initiated a process to review potential local regulatory approaches shortly thereafter

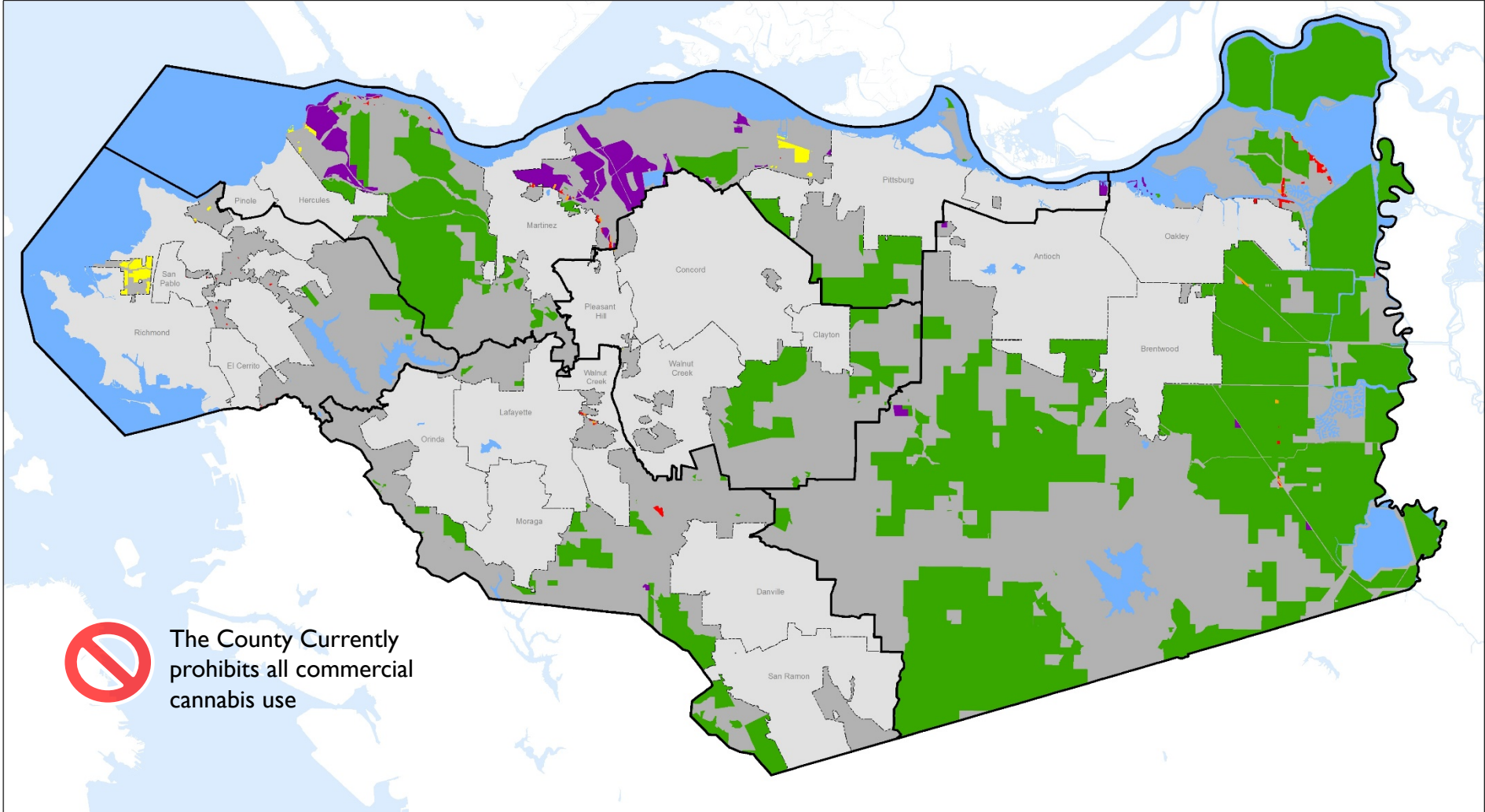
HOW DID WE GET HERE?

- Commercial Cannabis is currently PROHIBITED in unincorporated county. Commercial Cannabis includes the commercial cultivation, distribution, storage, manufacturing, processing, and sale of MEDICAL and ADULT USE cannabis. Outdoor cultivation for personal use is also PROHIBITED.

LEGEND	CULTIVATION		
	Artificial Light	Mixed Light	Natural Light
Agricultural Zoning Districts (A-)	Land Use Permit	Land Use Permit	Land Use Permit
Planned Unit (P-1) with Non Residential GP	Land Use Permit	Land Use Permit	Land Use Permit
Retail-Business (R-B)			
General Commercial (C)			
Controlled Manufacturing (C-M), Light Industrial (L-I), Heavy Industrial (H-I)	Land Use Permit	Land Use Permit	Land Use Permit
Potential Sustainability Requirements	Renewable Energy Sustainable Water Supply		Sustainable Water Supply
Key Consideration and Limitations by Use	Maximum 22,000 sf Ag Districts: Max. 10,000 sf structures or in existing structure		Max 2 acre Greenhouse Only in non-ag zoning districts

LEGEND	CULTIVATION			PROCESSING AND MOVEMENT		
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Potential Sustainability Requirements	Renewable Energy Sustainable Water Supply		Sustainable Water Supply			
Key Consideration and Limitations by Use	Maximum 22,000 sf		Max 2 acre	Only within ULL	Potential limits on number of employees/trips outside ULL	Only within ULL
	Ag Districtics: Max. 10,000 sf structures or in existing structure		Greenhouse Only in non-ag zoning districts	Cultivators may distribute own product		

LEGEND	CULTIVATION			PROCESSING AND MOVEMENT			SALES	
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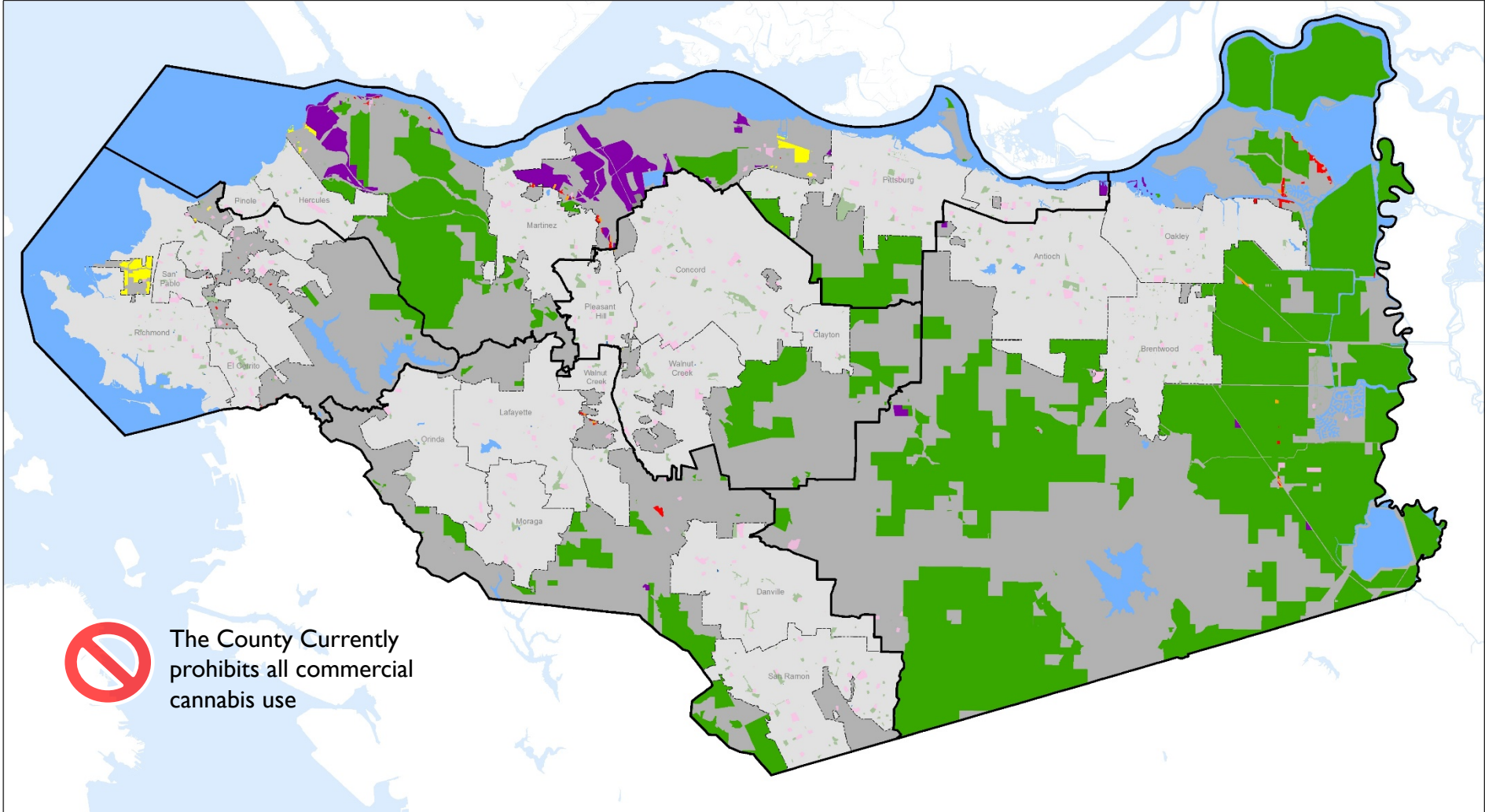


The County Currently prohibits all commercial cannabis use



Area with Incompatible Zoning District or General Plan Land Use Designation

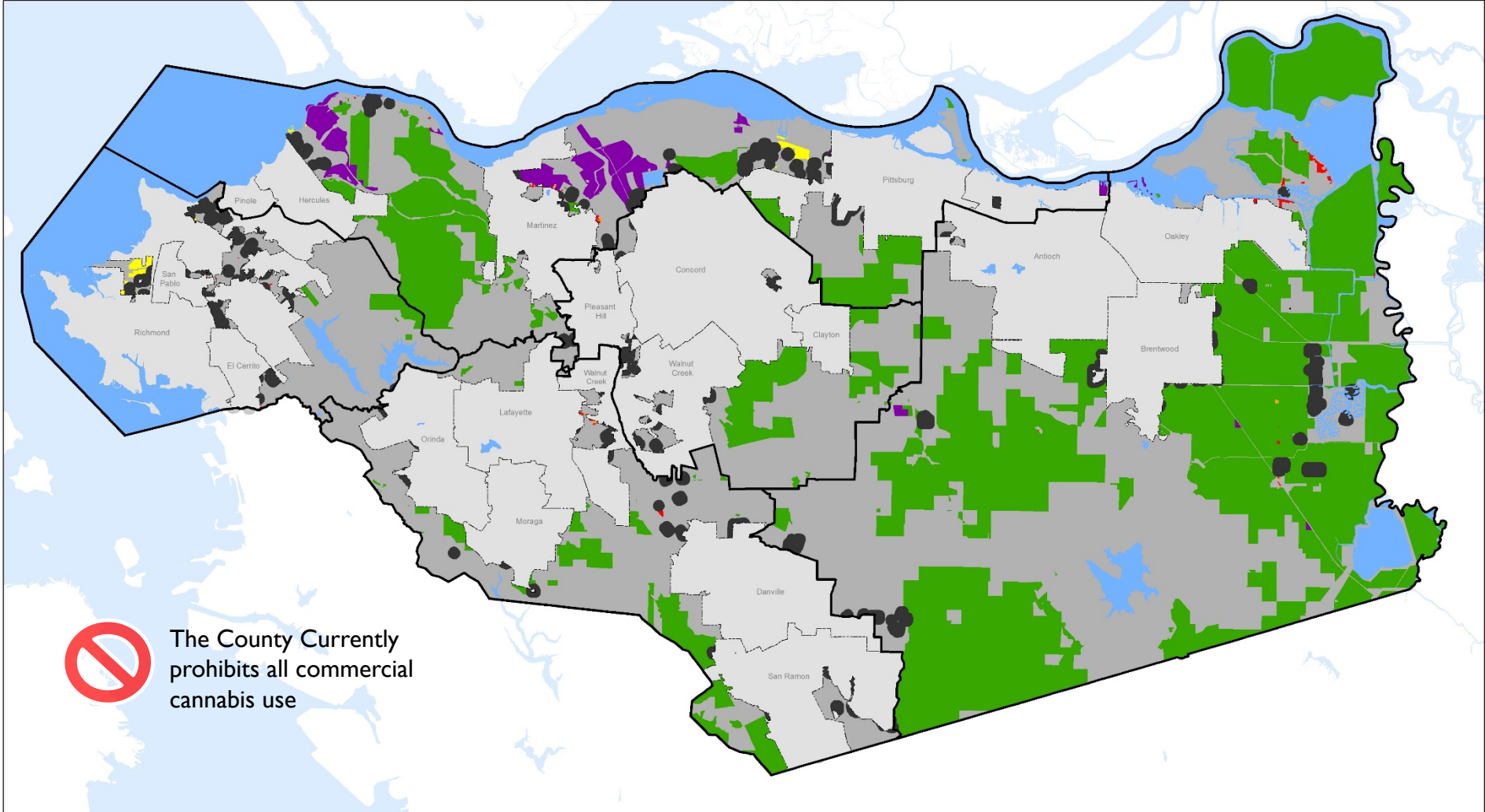
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- Sensitive Site
- School
 - Library
 - Park
 - Homeless Shelter or Drug Rehab Center

Area with Incompatible Zoning District or General Plan Land Use Designation

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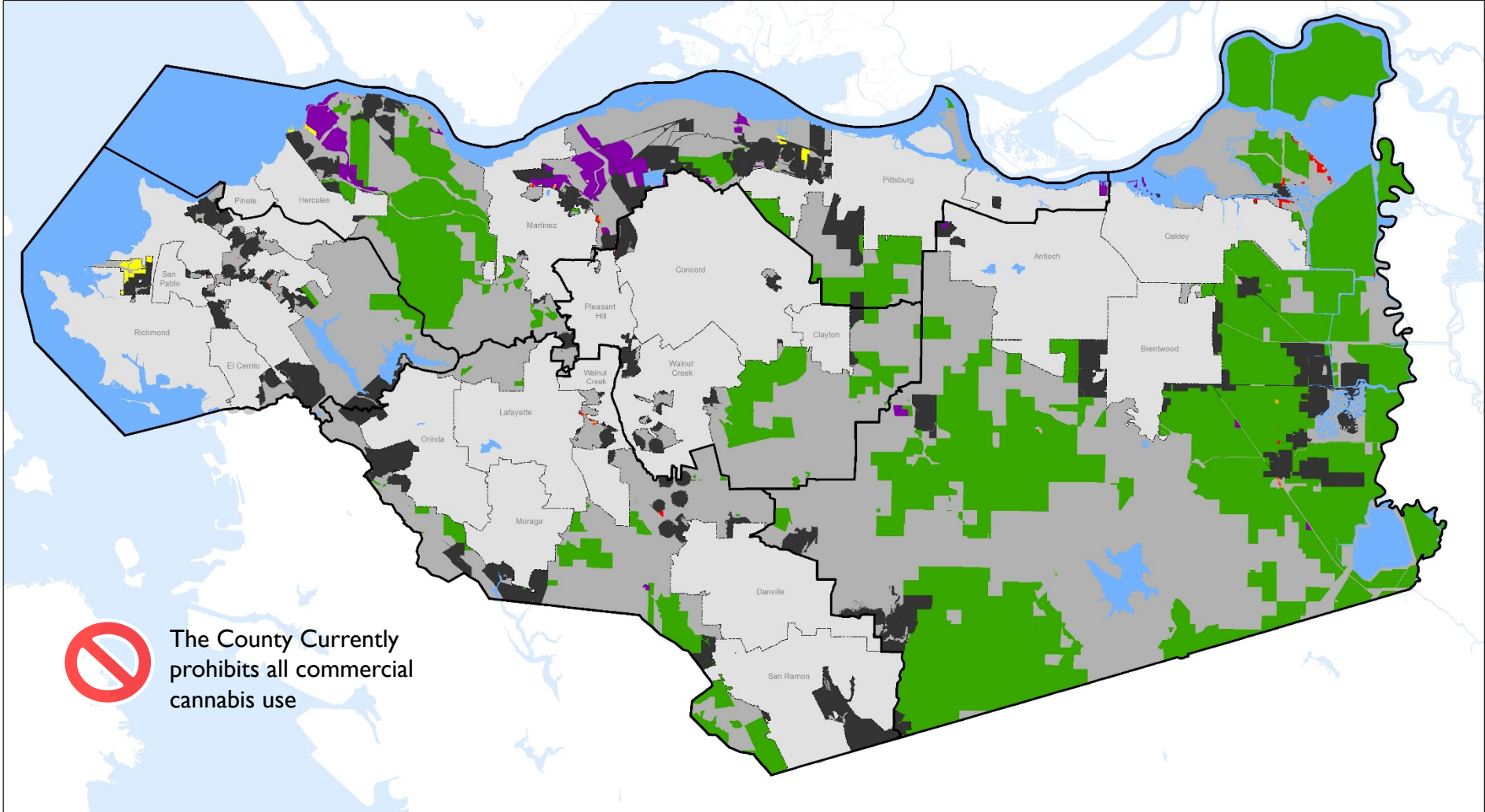


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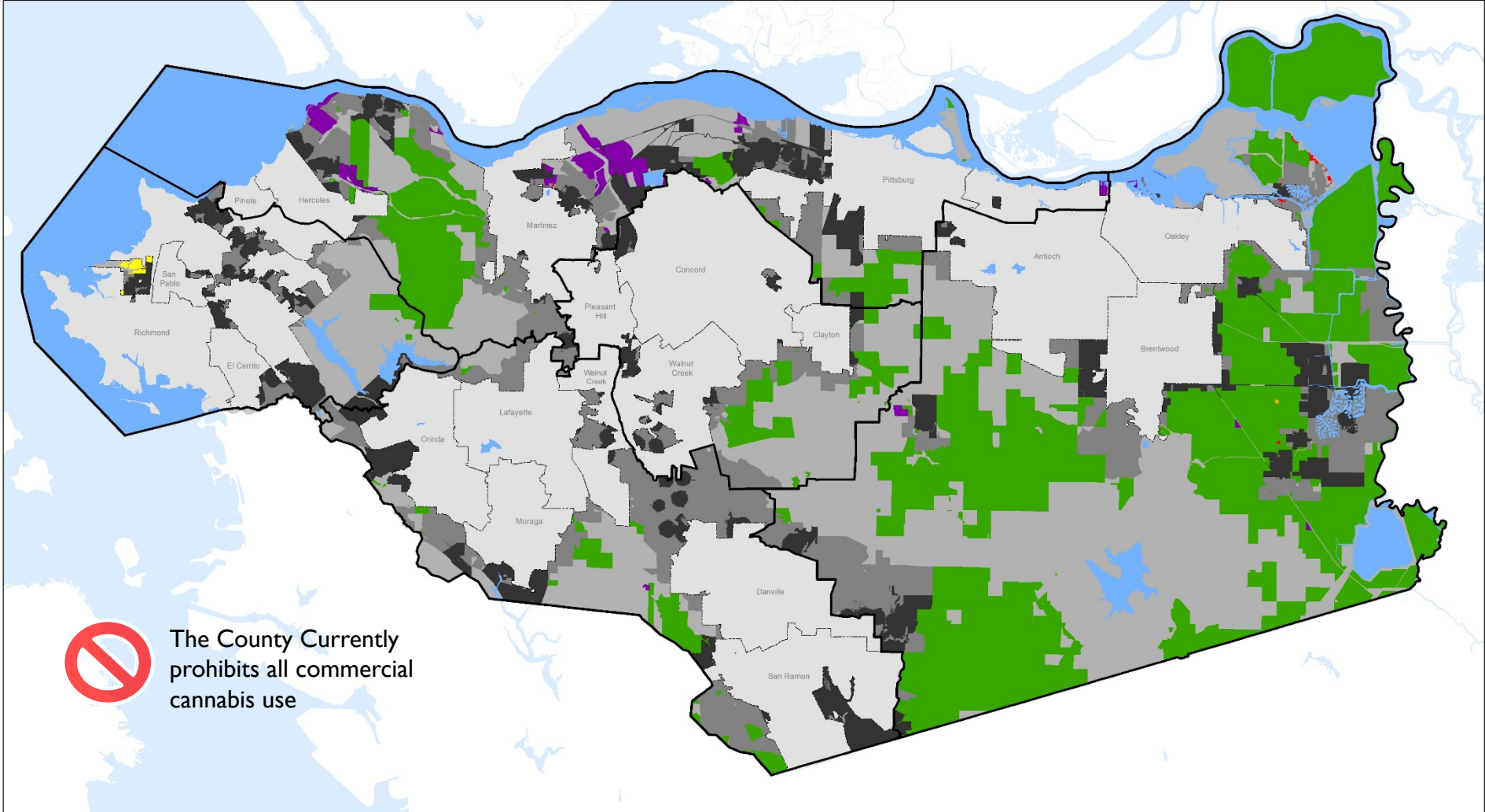
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Parcels within 1,000 feet of a Sensitive Site

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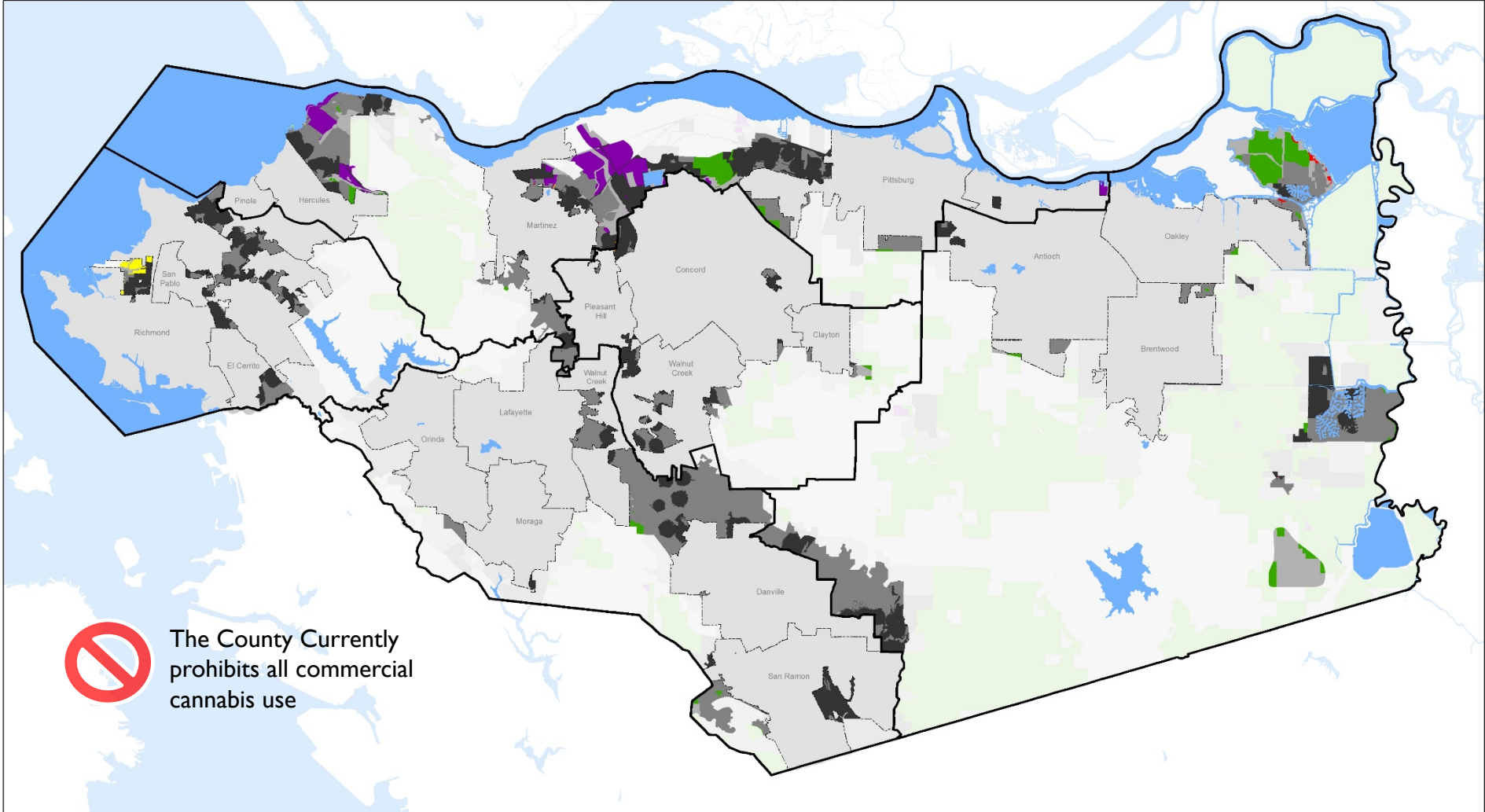
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Parcels within 1,000 feet of a Sensitive Site

Parcels within 500 feet of a Residential

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Parcels within 1,000 feet of a Sensitive Site



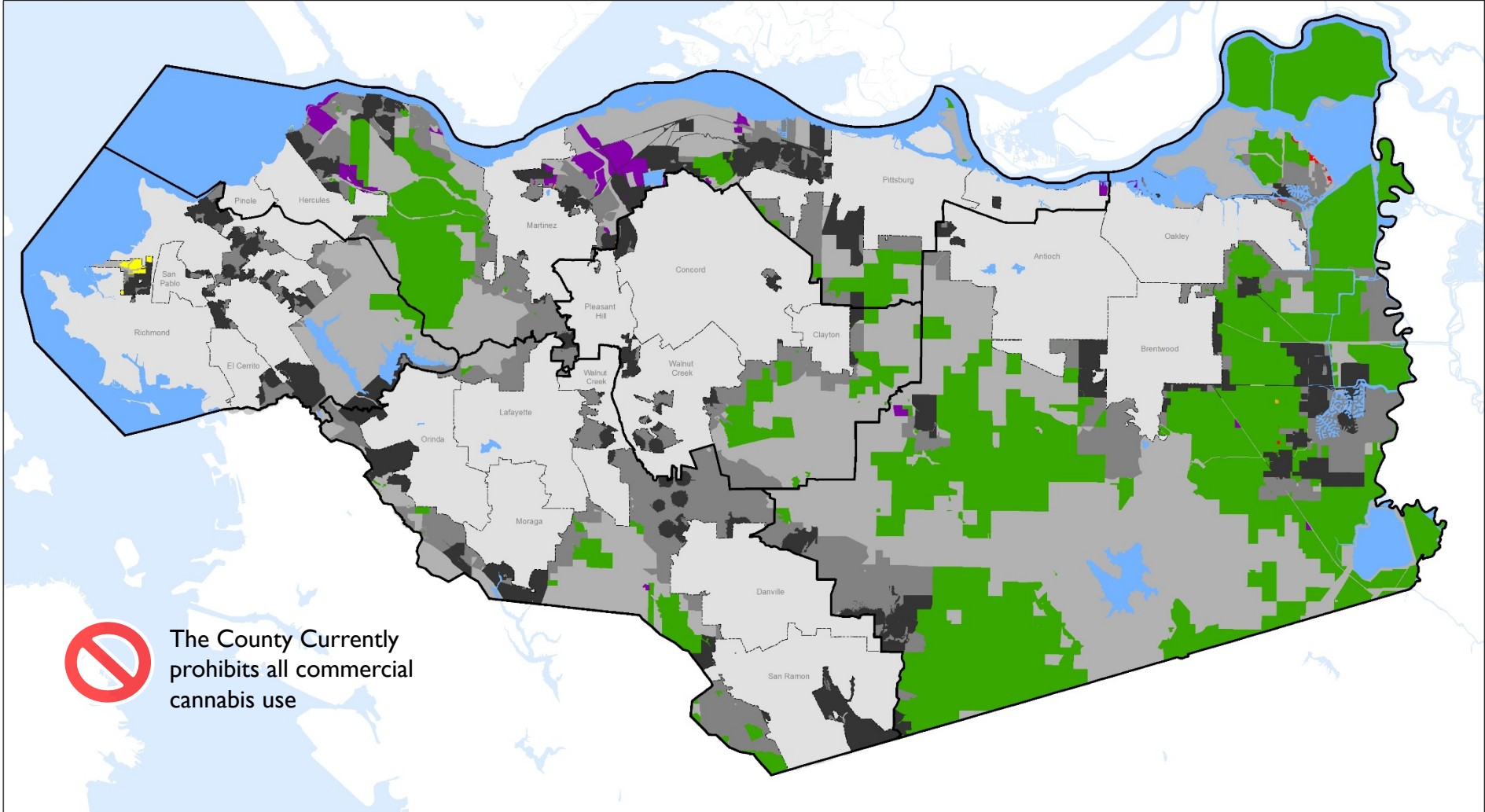
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Potential not allowed outside Urban Limit Line: Distribution Centers, Testing, Retail Stores/Delivery.



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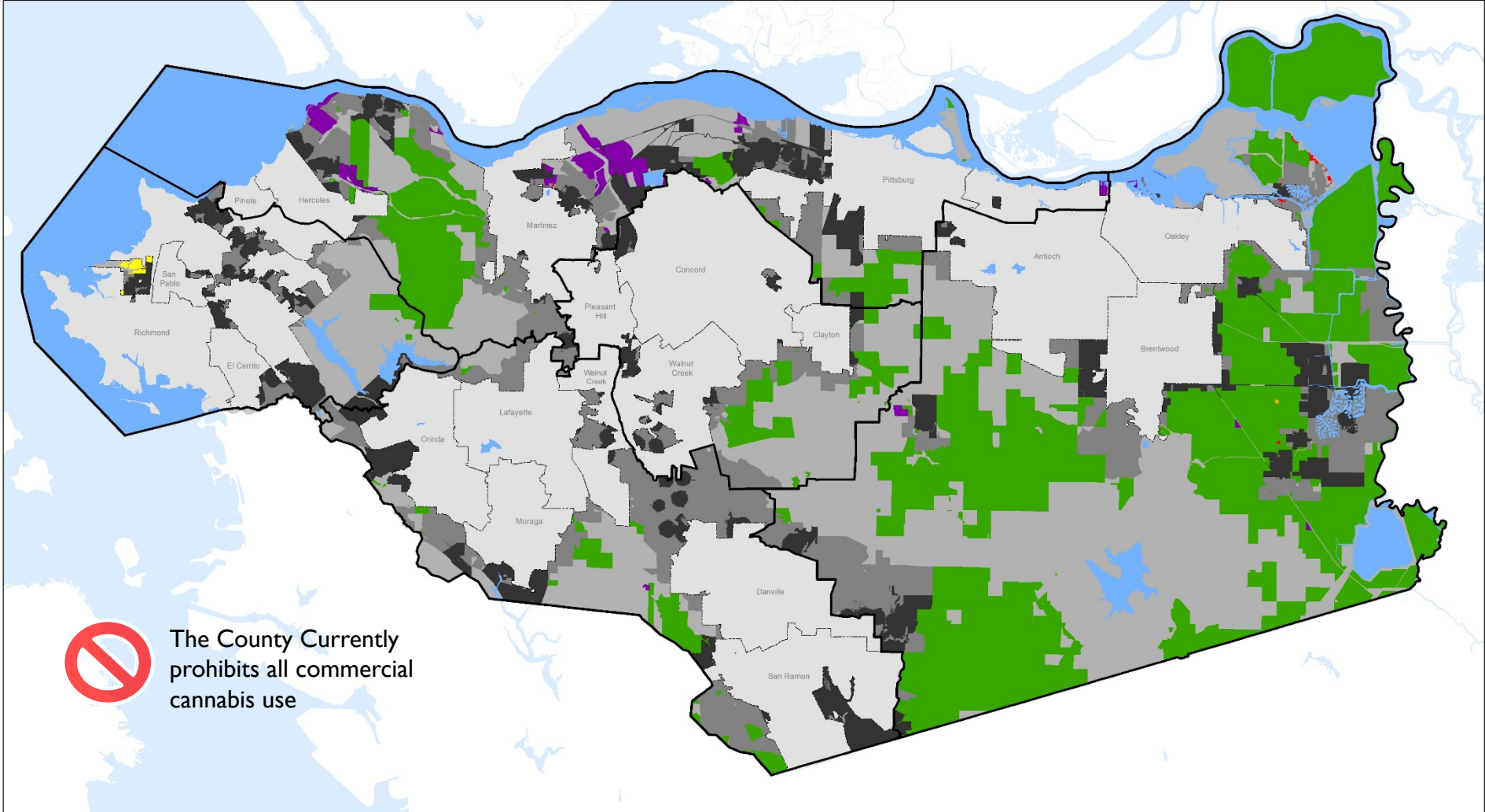
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Potential caps on the number of commercial cannabis permits

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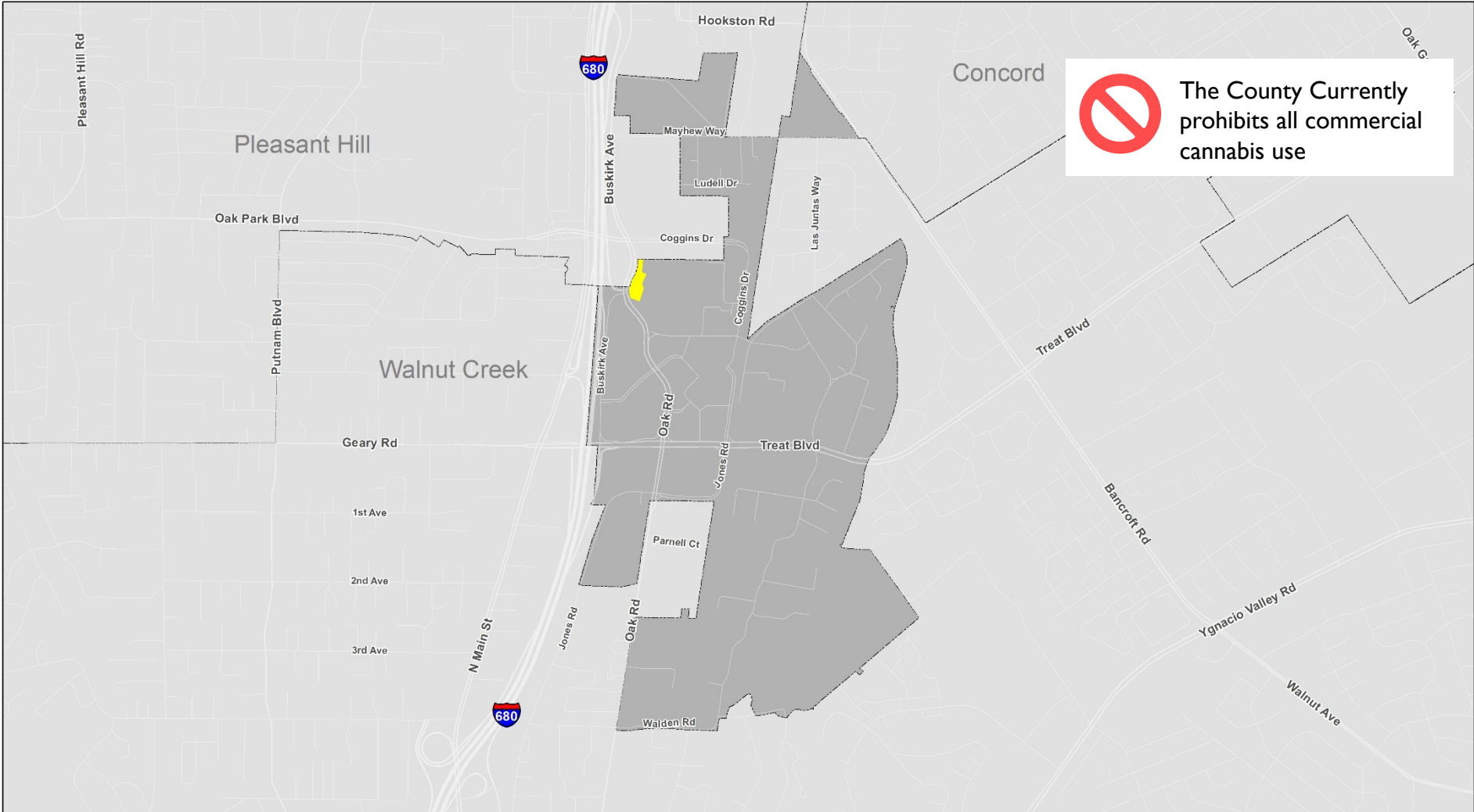
Potential caps on the number of commercial cannabis permits

Maximum cultivation area is 22,000 sq. feet indoor / 2 acres outdoor

20 acres

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CONTRA COSTA CENTRE AREA

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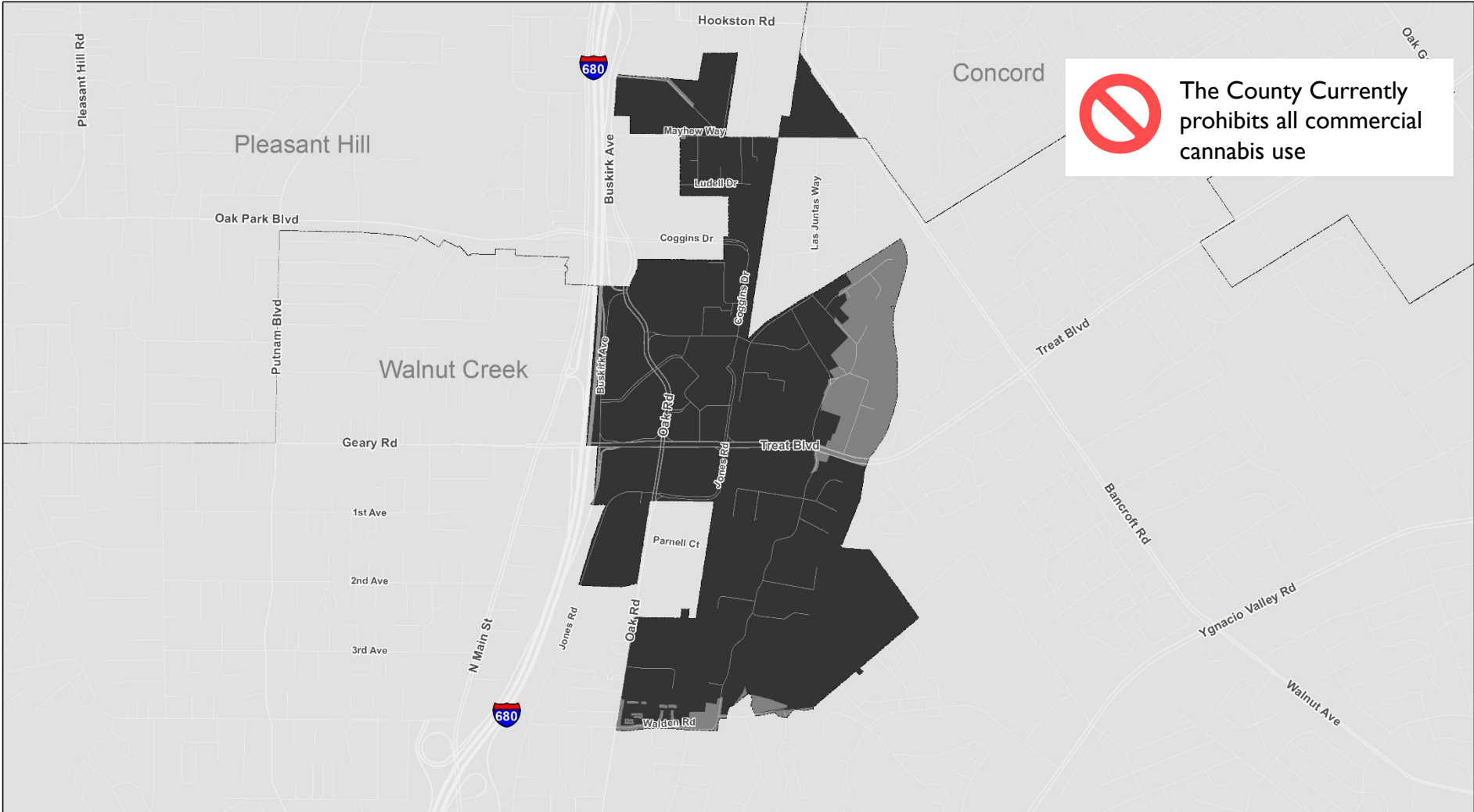
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HEALTH AND SAFETY

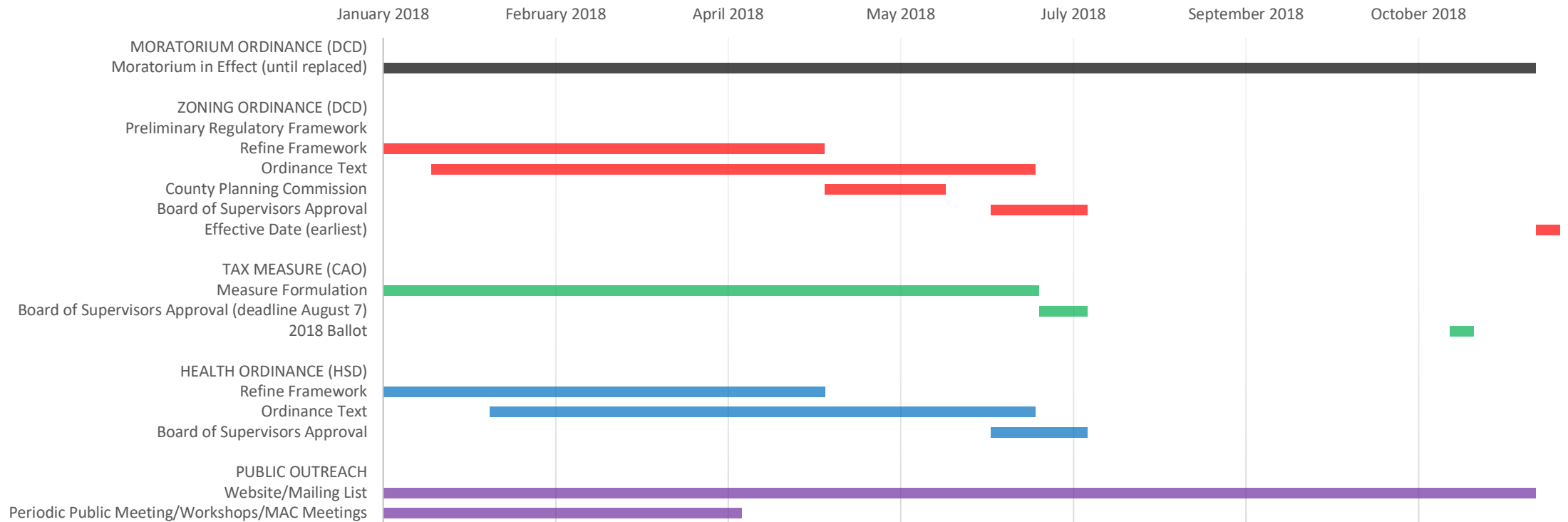
Health and Safety Ordinance

- Being developed concurrent to the land use regulations by Health Services Department
- Provide local authority to establish, inspect, and enforce additional rules and restrictions on the manufacturing and sale of consumer products which contain cannabis
- In particular, identify measures that can be implemented to reduce youth consumption

COSTS AND REVENUE

- County is in the process of considering costs associated with various aspects of Prop 64, including enforcement (both with a Commercial Cannabis Ordinance and without), health and safety impacts, and implementation of a commercial cannabis ordinance
- Potential revenue sources include a County Tax Initiative and State funds available to eligible jurisdictions
- An initial tax analysis indicates there could be between \$1 - \$10 million in tax revenue per year for the county, depending on the number of establishments and tax rate.
- The tax measure could provide funding for a variety of public purposes, including but not limited to enhanced public safety, improved public health, drug treatment and education, and enhanced code enforcement capability.
- An unincorporated County cannabis tax initiative could be considered by voters at the next General Election in November 2018. The tax ballot would be voted on by unincorporated voters only.
- The intent is the commercial cannabis ordinance would only take effect if and when a tax initiative is passed by the voters.

NEXT STEPS



COMMUNITY INPUT NEEDED

- **What is your overall reaction to the framework?**
- **Sensitive Site/Residential Buffers:** What distance should cannabis uses be buffered from sensitive and/or residential sites?
- **Caps:** Should we include caps on the number of permits? If so, how many? What uses should caps be applied to?
- **Outdoor Personal Grow:** Should it be allowed by right? Number of plants? Other requirements?

HOW TO COMMENT

To Provide input on the Framework

- www.cccounty.us/cannabis
- Fill out a survey
- Advisory Committee recommendation to the Board of Supervisors

Other questions

- www.cccounty.us/cannabis
- Email: Ruben.Hernandez@dcd.cccounty.us

8.

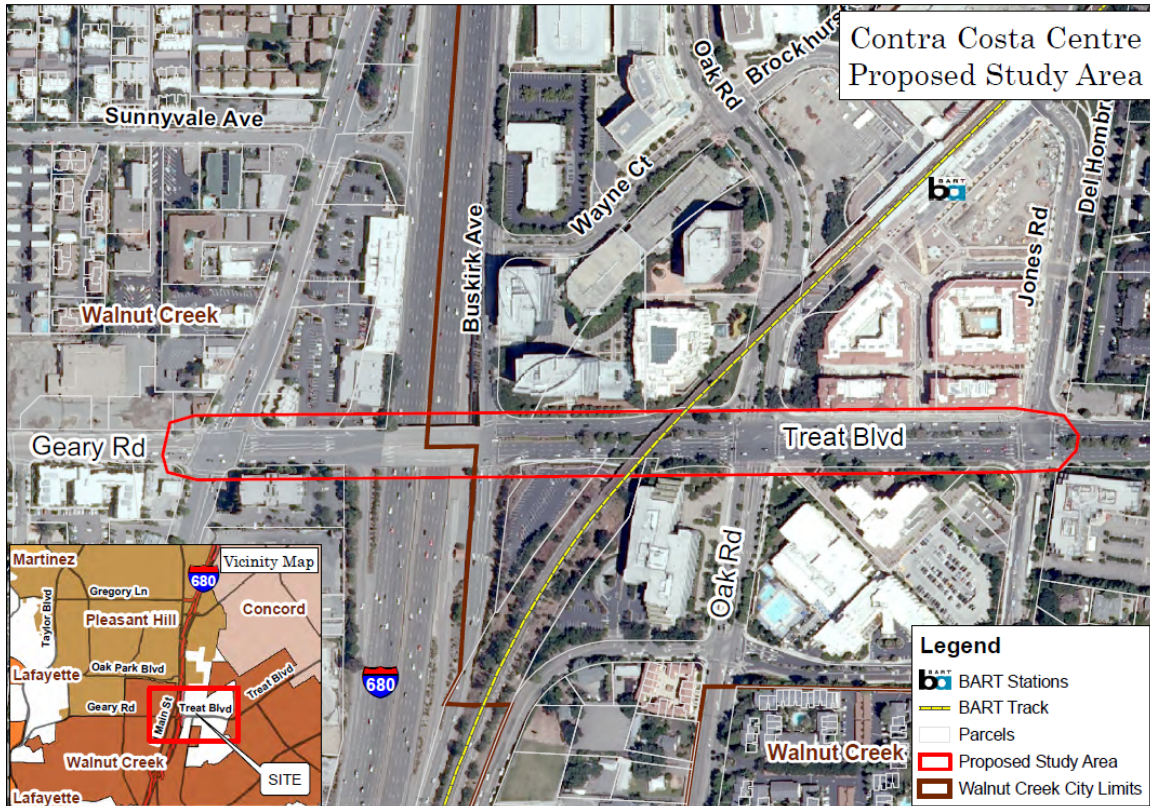
Parking and Meeting Room Instructions

1. Location is the new Contra Costa Transportation Authority building at 2999 Oak Road. This is directly adjacent to the BART station across the street, and next door to the Embassy Suites Hotel.
2. Parking is accessible for the building from either Oak Road or Wayne Drive. (Exit only onto Oak Road when leaving however)
3. Garage parking is fee-based, but a validation stamp will be available for those attending the meeting. The stamp is available in our meeting room. Parking during the day will not be validated.
4. Meeting conference room is at the front of the building, north side, room 110. (On your left as you walk past the elevator lobby coming from the garage. On your immediate right if walking over from the BART station to the main entrance, behind the rock waterfall feature on Oak Road.)
5. LATE ARRIVAL: The doors to the building are LOCKED at 6pm. In this situation, the guard will let you in, but you must buzz the button to the right of the main entrance if you are walking from BART. If you come from the garage, the security guard is directly in your line of site in the lobby. If asked, state you are there for a meeting of the Contra Costa Transportation Authority. We are meeting there under their tenancy.

**Contra Costa County Department of Conservation and Development:
I-680/Treat Boulevard Bicycle and Pedestrian Improvement Plan
(Transportation For Livable Communities)**

Project Area

The approximately ½-mile study segment encompasses Treat Boulevard from the North Main Street intersection (City of Walnut Creek), through the I-680 Overcrossing and Contra Costa Centre BART Station Transit Oriented Development (“TOD”), to the Jones Road/Iron Horse Trail Bridge (County).



Background

The Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan (“Plan” or “Study”) was undertaken to address challenges and barriers to bicycling and walking within the ½- mile Study segment by developing concepts that emphasize a higher level of comfort for bicyclists and pedestrians.

The Contra Costa Transportation Authority (“CCTA”) Measure J – Transportation for Livable Communities Grant program (2014) and Subregional Transportation Needs (2017) funded the Study.

Study development was in collaboration with the City of Walnut Creek, with



Contact:

Jamar I. Stamps, AICP, Senior Planner
Department of Conservation & Development
925-674-7832
jamar.stamps@dcd.cccounty.us
<http://www.cccounty.us/680Treat>

participation from interested agencies like Caltrans, CCTA, TRANSPAC and transit service providers. Alta + Planning & Design (“consultant”), with assistance from sub-consultant DKS Associates, developed technical work for the plan. County staff and the consultant team also gained valuable public input through multiple meetings and community workshops held between 2014 and 2017.

Overall, six Corridor Concepts (1A, 1B, 2, 3, 4, 4A) and five focused-analysis Off-Ramp Alternatives (A, B, C, D, E) were considered. The “Preferred Project” is Corridor Concept 4A combined with Off-Ramp Alternative C (i.e. “Concept 4A/Alternative C”).





Preferred Project Analysis Summary (Concept 4A/Alternative C)





- Preferred Project design based on agency staff and public input and technical analysis.
- Provides better multi-modal balance while maintaining optimum corridor performance, minimizes pedestrian discomfort, and avoids Caltrans design exceptions.
- Includes geometric modifications to the Oak Road and I-680 Off-Ramp intersections to improve pedestrian and bicycle crossings.

The following three tables provide traffic analysis data from key locations along the Study Corridor in “existing” and “future” year scenarios.

Treat Boulevard/Northbound I-680 Off-Ramp ¹	(2014)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Existing No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	30.3	C	687	44.4	D
	P.M.	0	17.5	B	510	41.6	D
	(2040)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Future No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	31.4	C	1036	61.2	E
	P.M.	0	19.9	B	604	40.2	D

¹ DKS Traffic Analysis of Revised Concept 4 (10/9/2017)

Buskirk Avenue to Jones Road Segment (Eastbound) ²	(2014)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
	A.M.		46.8	D		51.9	D
	P.M.		11.6	B		54.8	D
	(2040)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS*
	A.M.		70.4	E		74.6	E
	P.M.		51.6	D		29.6	C

Buskirk Avenue to Jones Road Segment (Eastbound)	(2014)						
	Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
	A.M.		35.8	D		17.0	B
	P.M.		44.0	D		34.1	C
	(2040)						
	Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
	A.M.		86.8	F		34.4	C
	P.M.		162.0	F		144.3	F

Overall, each key location performs optimally. Additionally, Caltrans commented that conversion of the outside (#4) travel lane would move a bottleneck closer to the freeway intersection thereby increasing delay. However, the analysis shows a reduction in delay despite Caltrans assertion, due to the following:

1. This bottleneck occurs because the lane configuration between Treat Boulevard and Cherry Lane reduces from four through lanes, to three through lanes and one right turn-only lane (up to Cherry Lane).

² DKS Feasibility Study and Evaluation Traffic Analysis of Revised Concept 4 (3/6/2017)

2. The Preferred Project creates lane uniformity on Treat Boulevard (three through lanes), therefore eliminating the bottleneck instead of moving it.
3. Jones Road (south of Treat Boulevard) is a low volume collector street that primarily serves as access to the Renaissance Hotel. The Preferred Project has no impact on the right turn movement from Treat Boulevard.

In the “No Build” scenario, the Study Corridor will inevitably experience higher future traffic volumes due to typical increases in background traffic. Implementing the Preferred Project has nominal impact to overall corridor performance, and in fact improves performance at key points in the Study corridor while providing better multi-mode balance.

Existing vs. Preferred Project ³							
Approach	Peak Hour	Total Delay/Vehicle (sec/veh)		Average Speed (mph)		Arterial Level of Service (“LOS”)	
		Existing	Preferred Project	Existing	Preferred Project	Existing	Preferred Project
Westbound	A.M.	22	20	15	15	D	D
	P.M.	23	19	13	15	E	E
Eastbound	A.M.	36	36	9	9	F	F
	P.M.	32	27	10	11	E	E

Next Steps

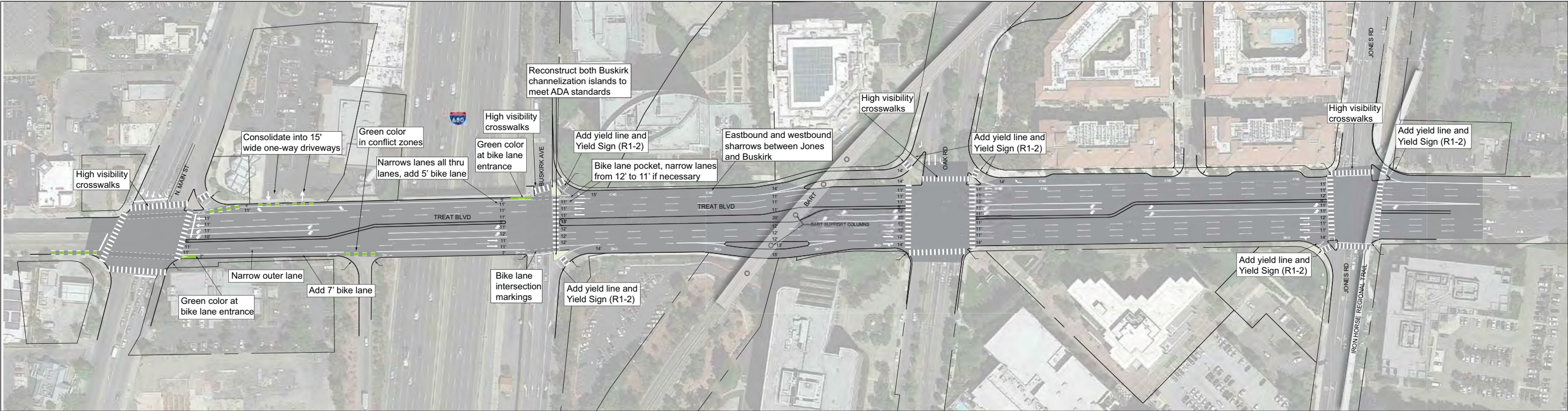
Estimated Project Cost – \$3 million

Summer 2018	○ Secure Implementation Funding*
Fall/Winter 2018	○ Preliminary Design ○ Environmental Studies and Documentation ○ Permits
Spring 2019	○ Construction Documents (construction drawings, specifications, and cost estimates) ○ Right-of-Way Acquisition
Summer 2019	○ Bidding and Contracting
Fall 2019	○ Construction

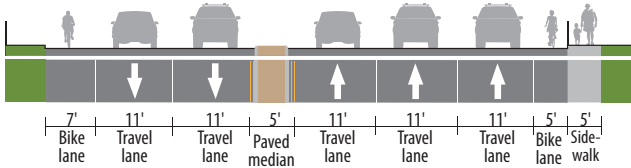
*Project schedule contingent on ability to secure implementation funding.

³ DKS Alternatives Traffic Analysis Report (7/22/2015)

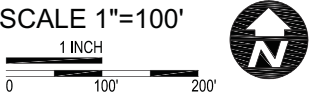
Concept 1A



Concept 1A Treat Blvd: Main to Buskirk



Treat Boulevard - Concept 1A: Short Term Improvement Option



Concept 1B



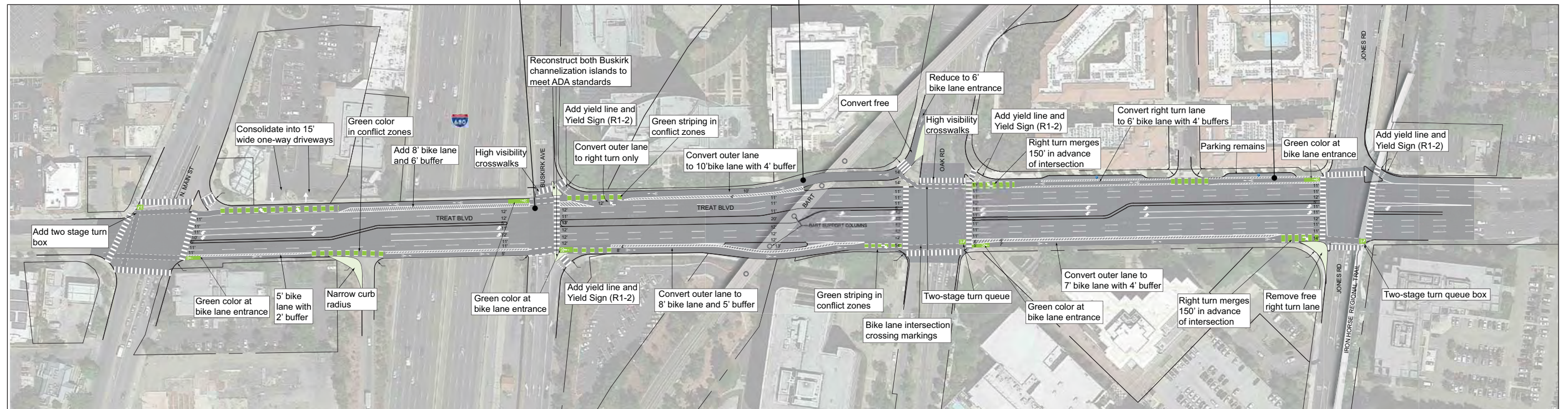
View west along Treat Blvd near Buskirk Ave



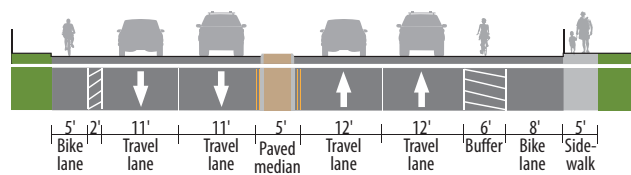
View west along Treat Blvd near the BART overpass



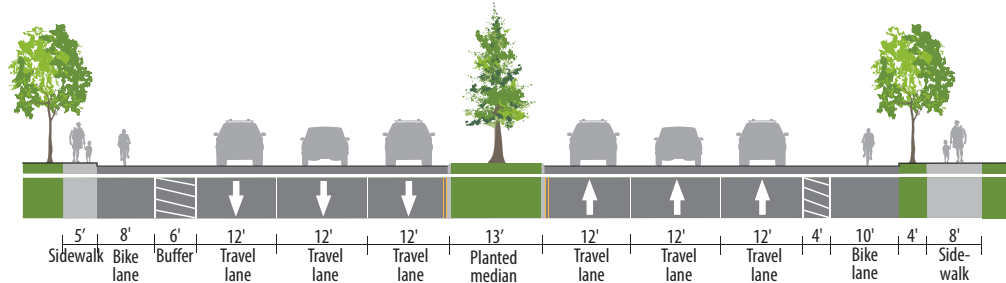
View west along Treat Blvd near Jones Rd



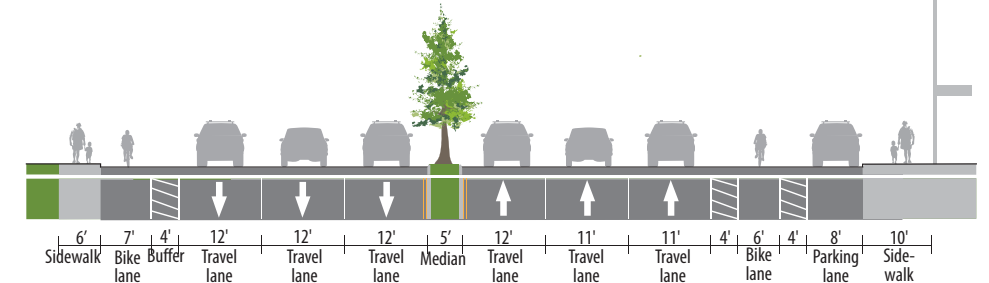
Treat Blvd: Main to Buskirk



Treat Blvd: Buskirk to Oak

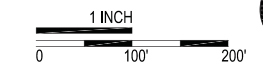


Treat Blvd: Oak to Jones



Treat Boulevard - Concept 1B: Buffered Bike Lanes

SCALE 1"=100'



Concept 2



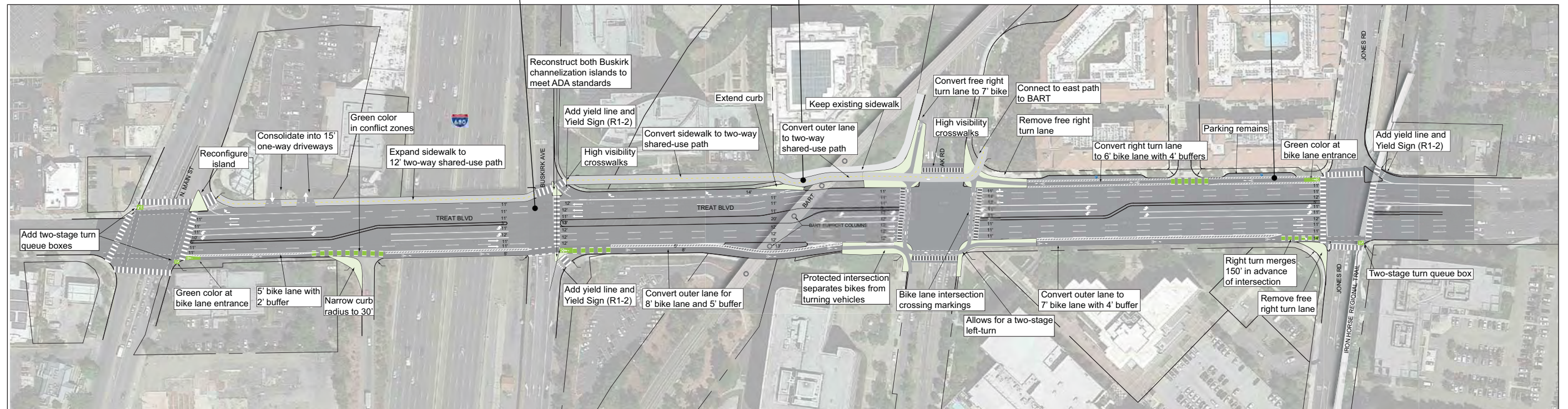
View west along Treat Blvd near Buskirk Ave



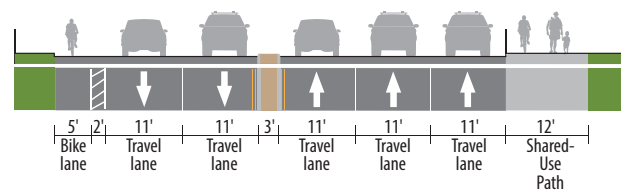
View west along Treat Blvd near the BART overpass



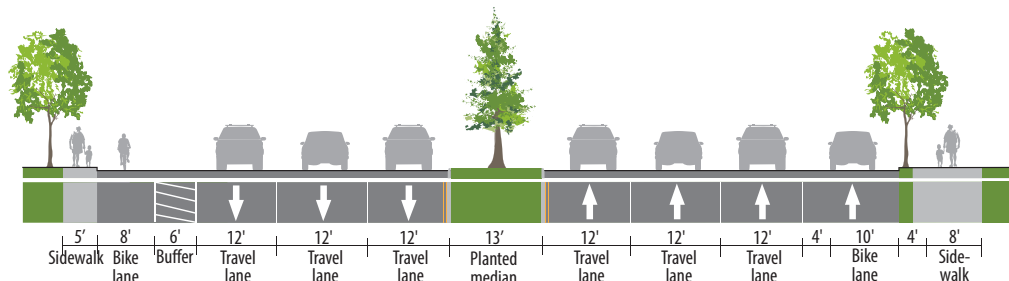
View west along Treat Blvd near Jones Rd



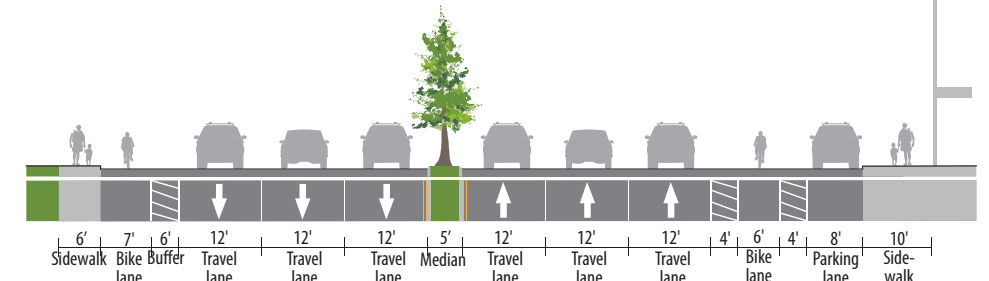
Treat Blvd: Main to Buskirk



Treat Blvd: Buskirk to Oak

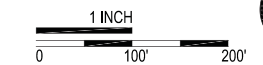


Treat Blvd: Oak to Jones



Treat Boulevard - Concept 2: Shared Use Path and Buffered Bike Lanes

SCALE 1"=100'



Concept 3



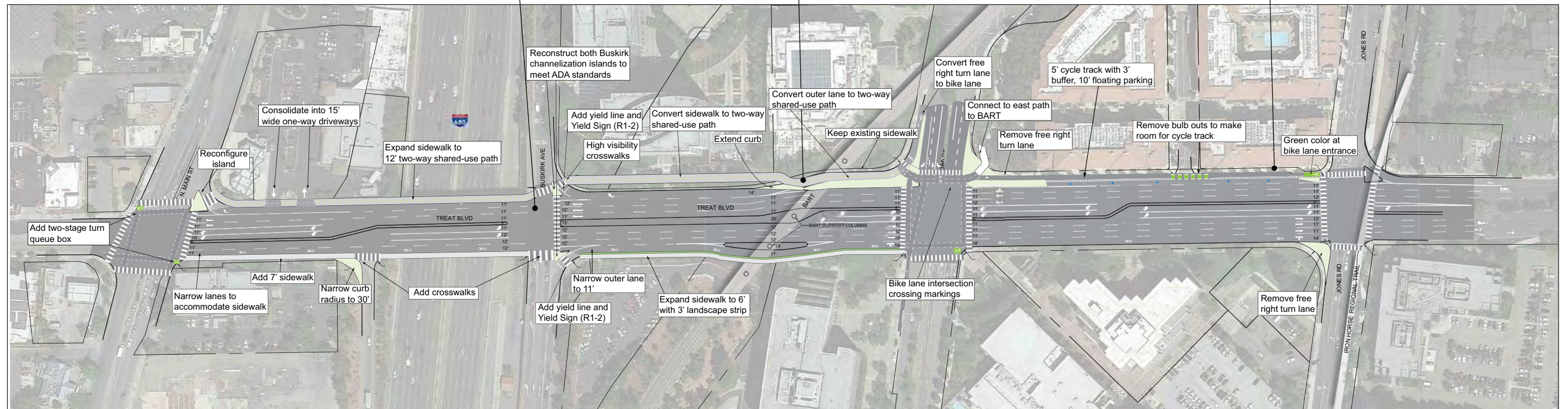
View west along Treat Blvd near Buskirk Ave



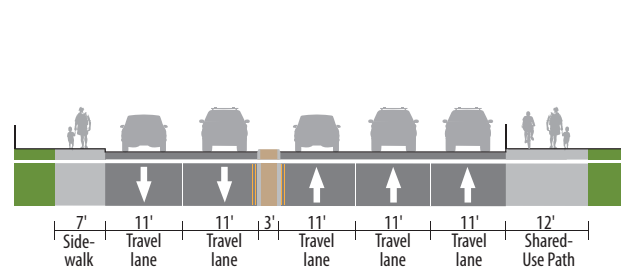
View west along Treat Blvd near the BART overpass



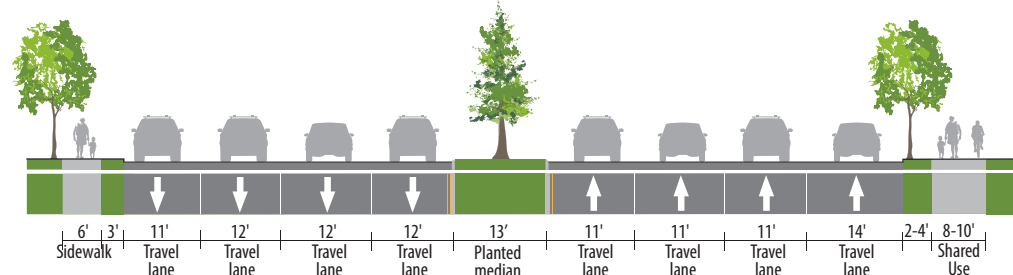
View west along Treat Blvd near Jones Rd



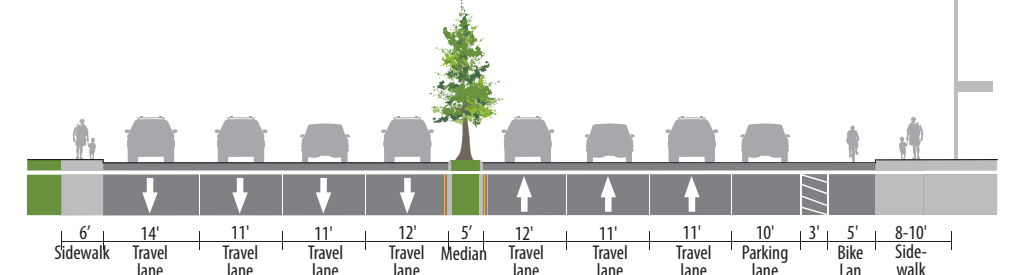
Treat Blvd: Main to Buskirk (remix)



Concept 3 Treat Blvd: Buskirk to Oak

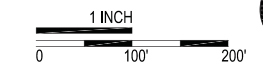


Concept 3 Treat Blvd: Oak to Jones

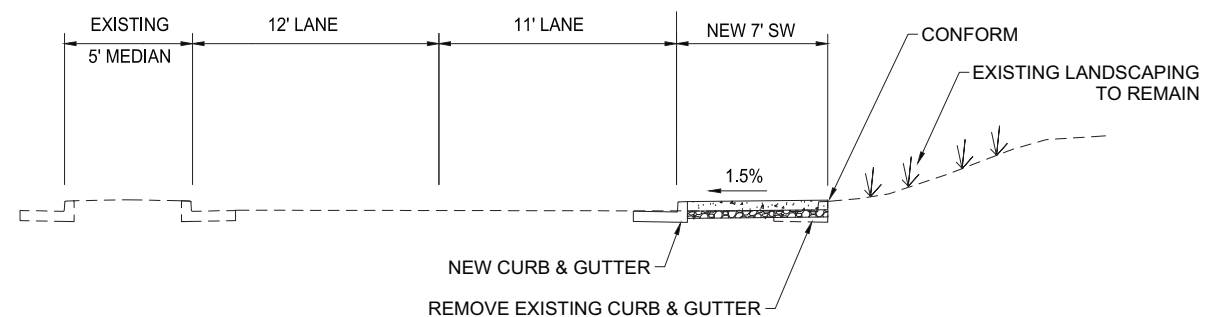
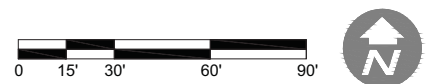
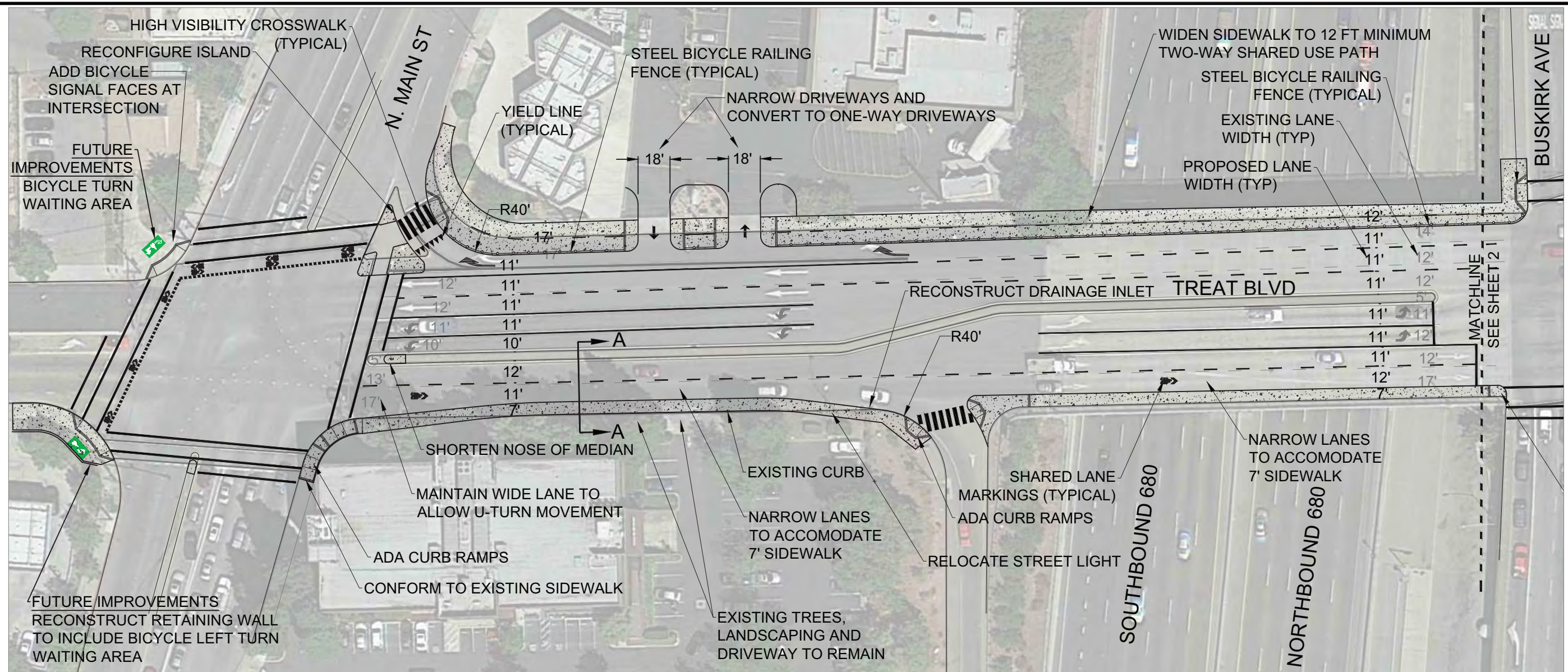


Treat Boulevard - Concept 3: Shared Use Path, Cycle Track and Sidewalk

SCALE 1"=100'



Concept 4



SECTION A-A
NTS



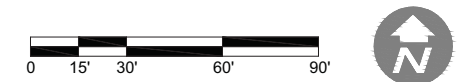
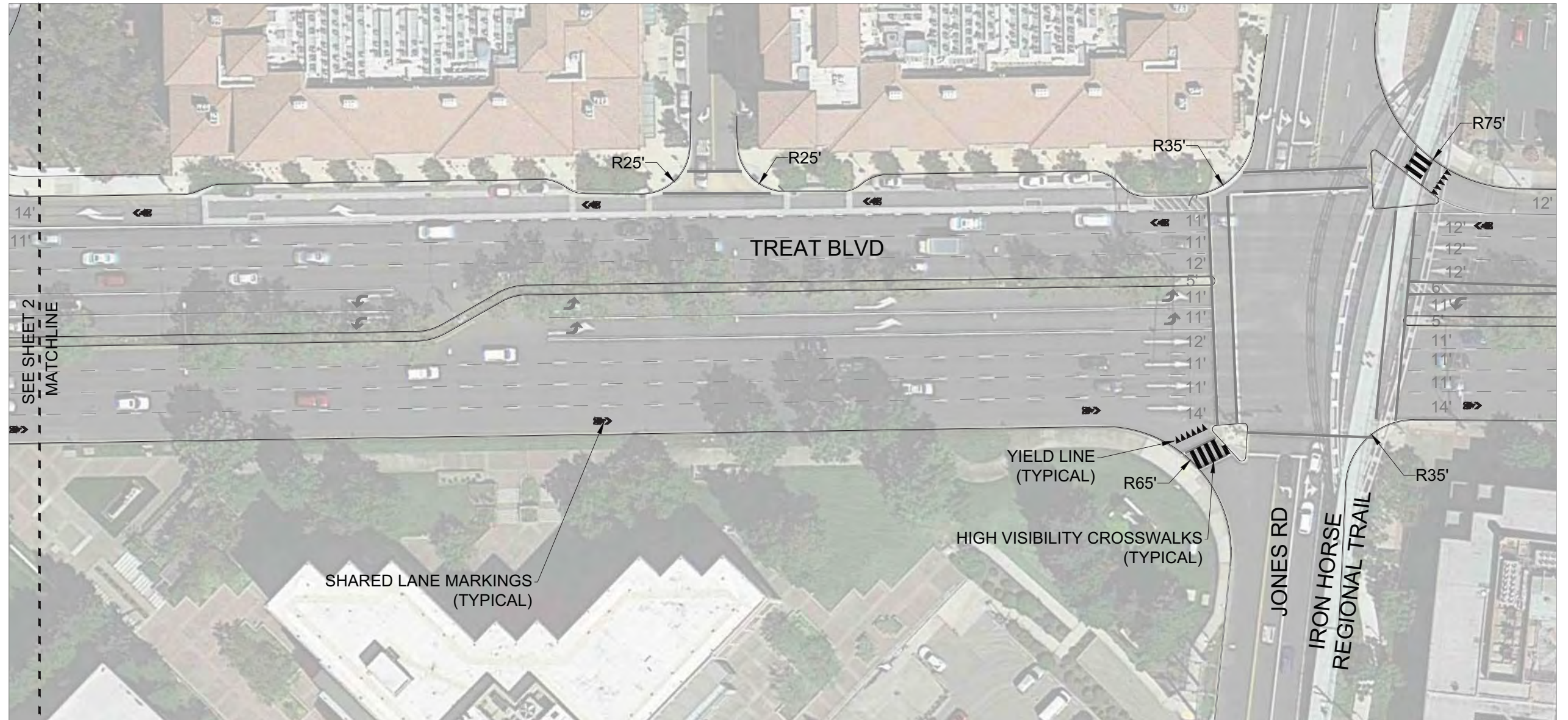
DESIGNED: JL
DRAWN: LD
REVIEWED: JL
PROJECT NO.: 2014-122

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4 - PHASE 1

SCALE: AS SHOWN

DATE: JUNE 4, 2015

SHEET
1
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4



DESIGNED:	JL
DRAWN:	LD
REVIEWED:	JL
PROJECT NO.:	2014-122

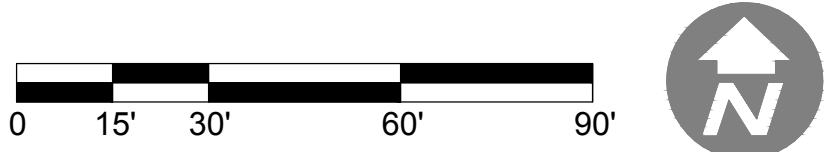
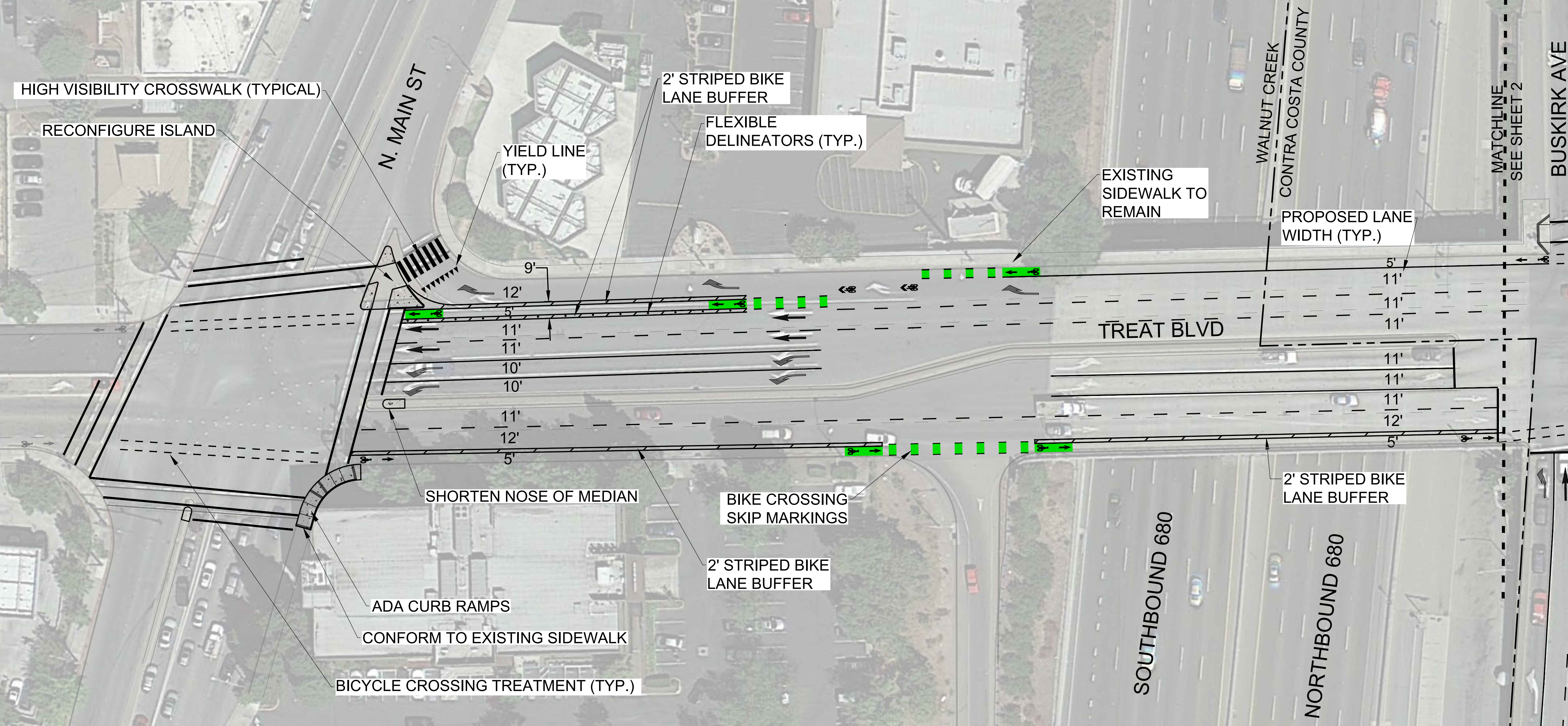
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4 - PHASE 1

SCALE: AS SHOWN

DATE: JUNE 4, 2015

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Concept 4A

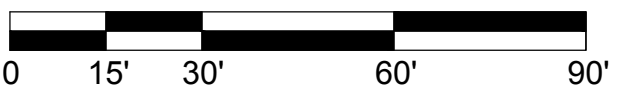
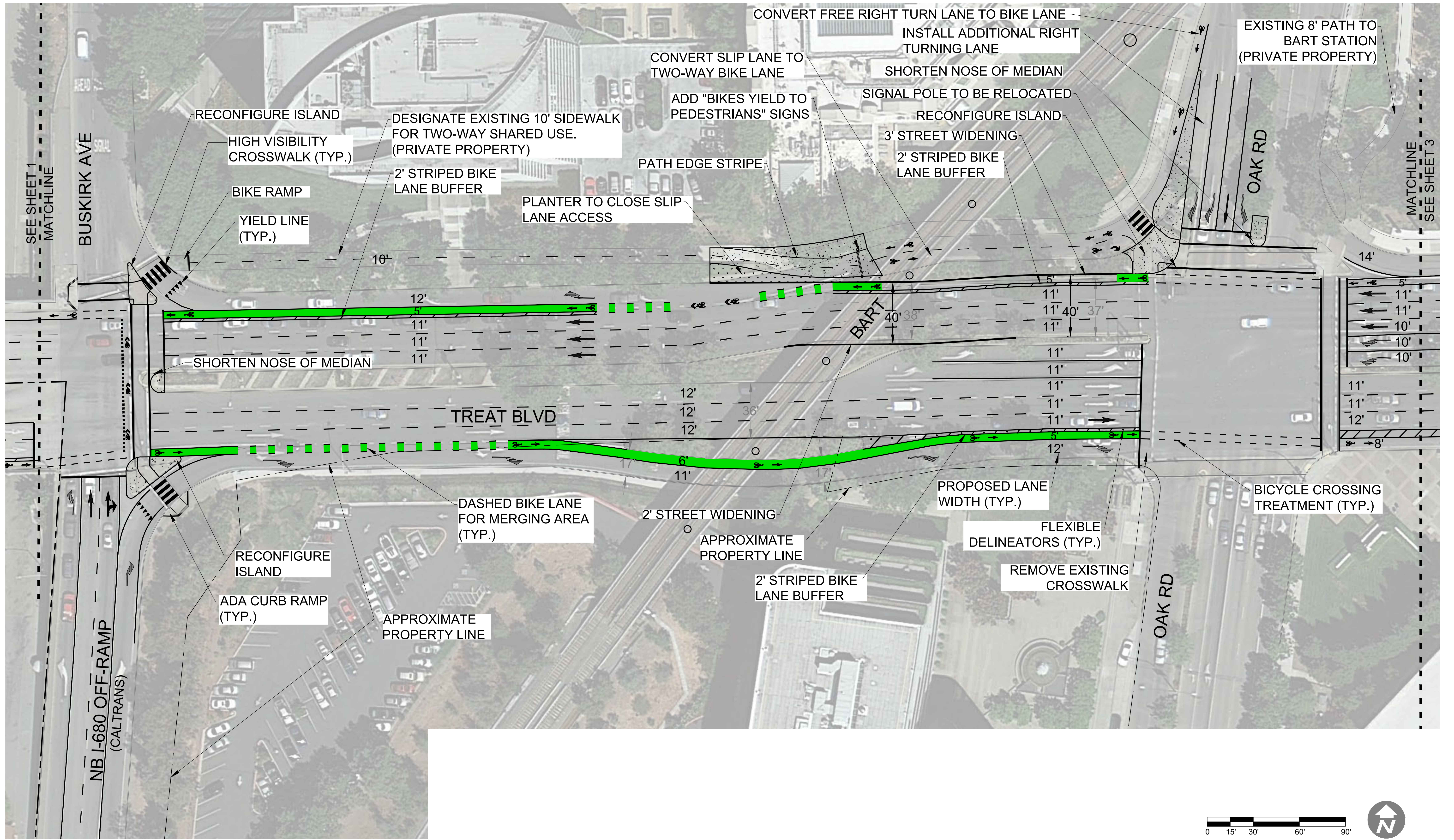


DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

SCALE: AS SHOWN DATE: JULY, 2017

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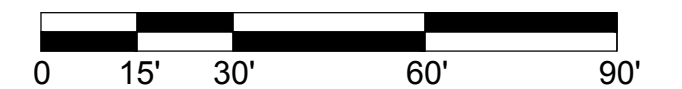
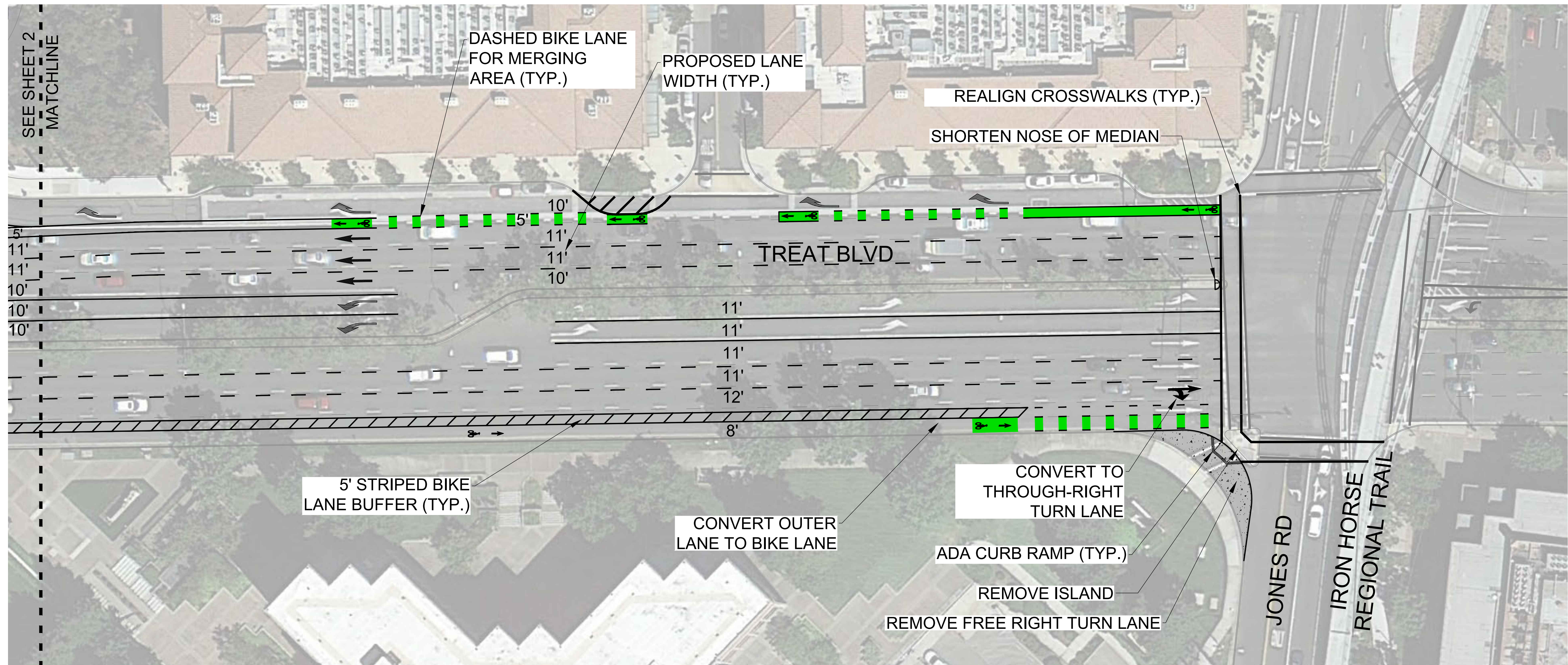
DESIGNED: LD
 DRAWN: JP
 REVIEWED: BH
 PROJECT NO.: 2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
 PROJECT NUMBER C49472
 Concept 4A

SCALE: AS SHOWN

DATE: JULY, 2017

SHEET
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 OF
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DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

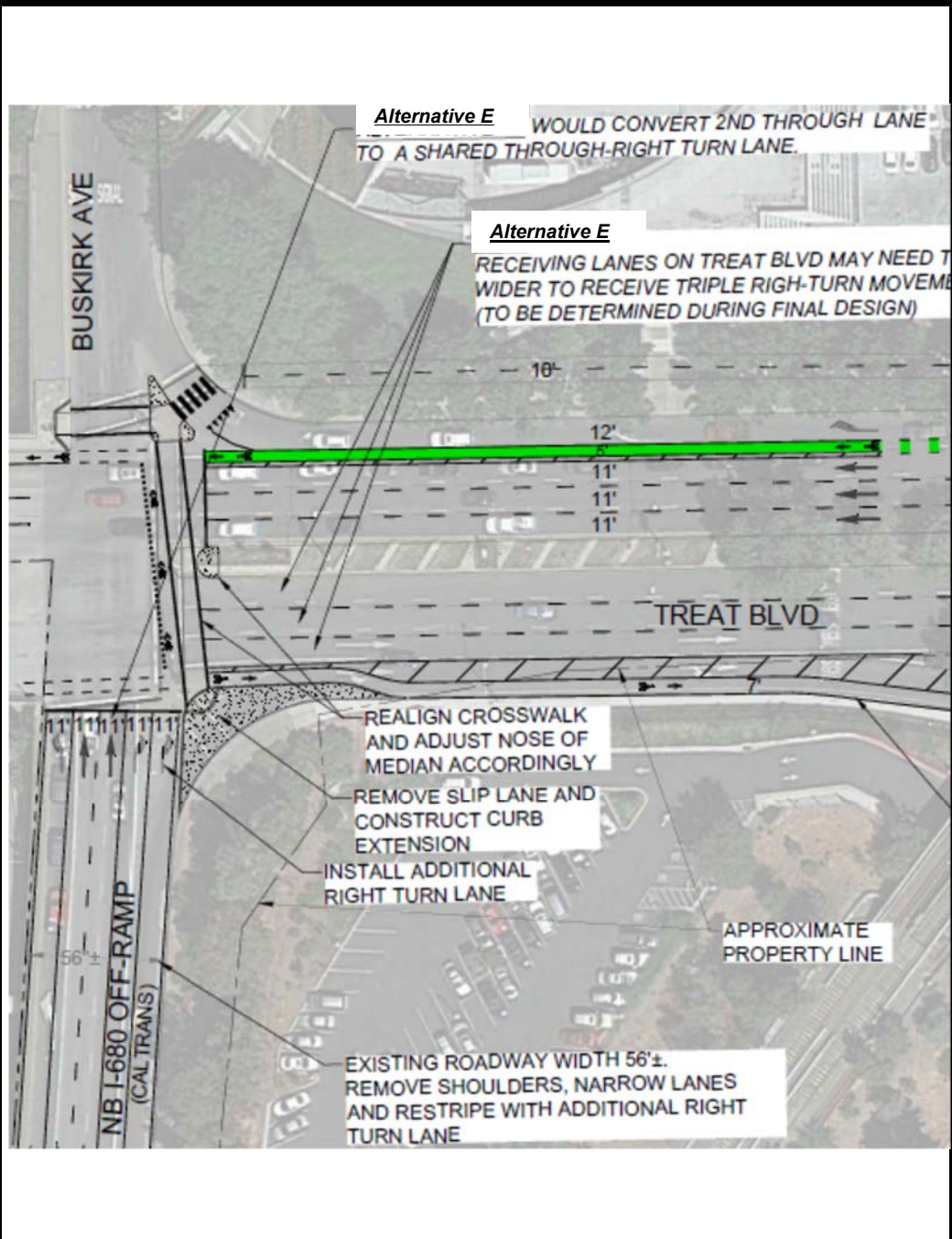
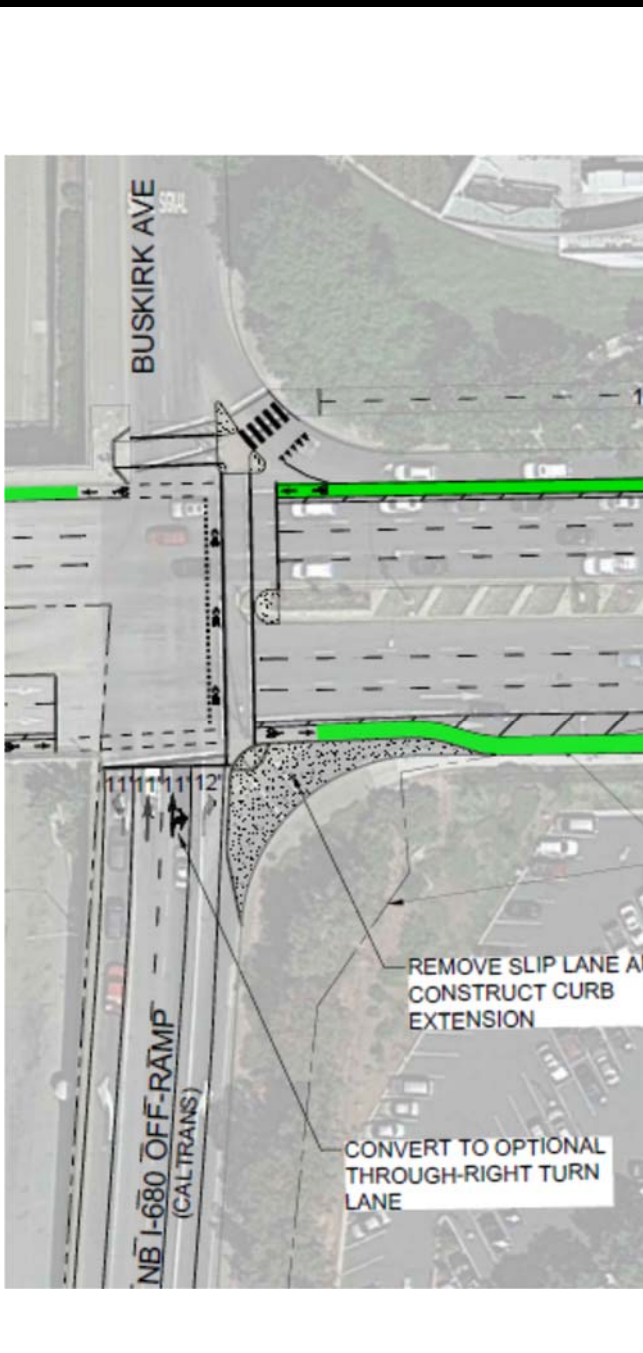
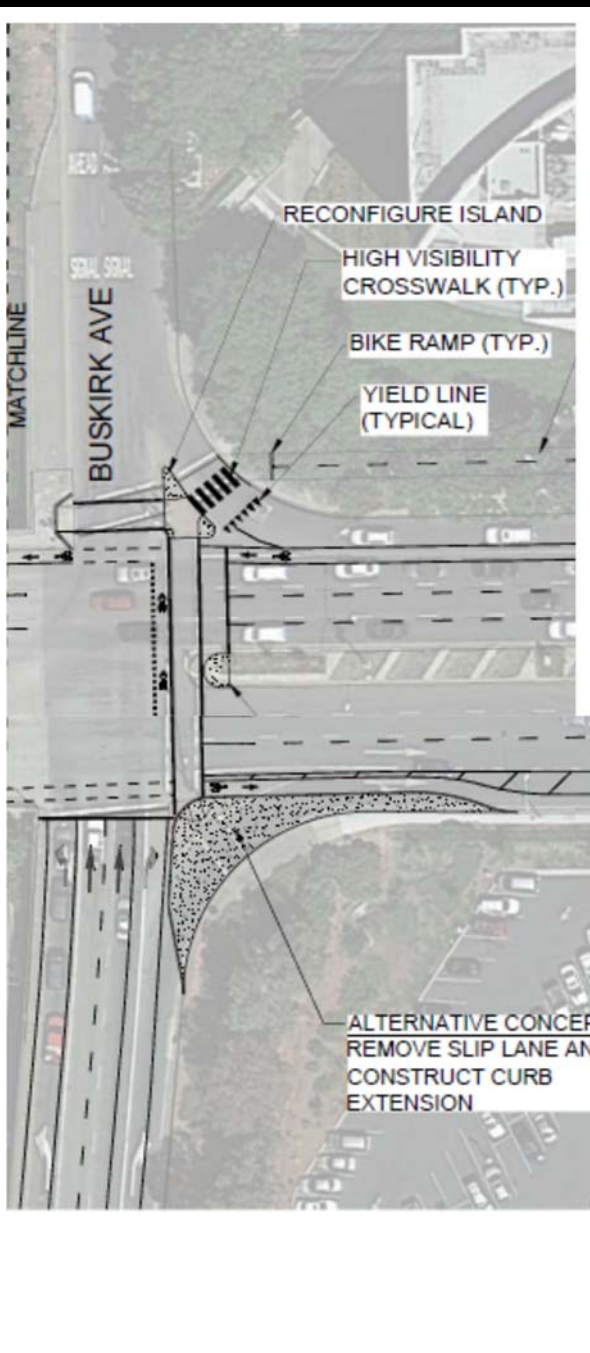
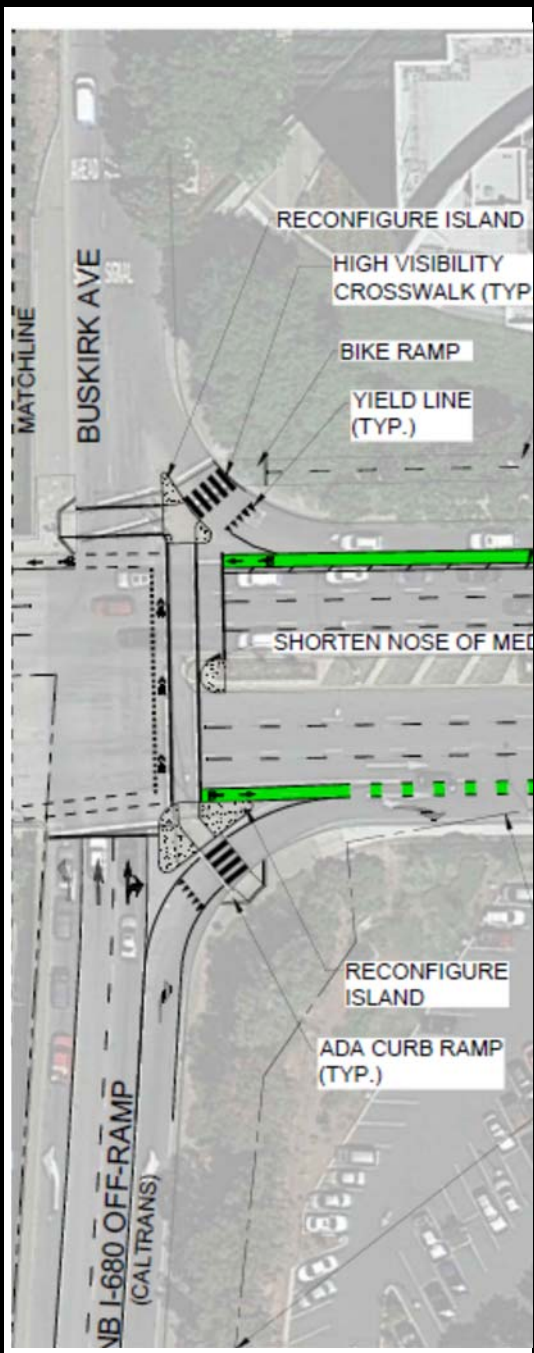
SCALE: AS SHOWN

DATE: JULY, 2017

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I-680 Off-Ramp Alternatives

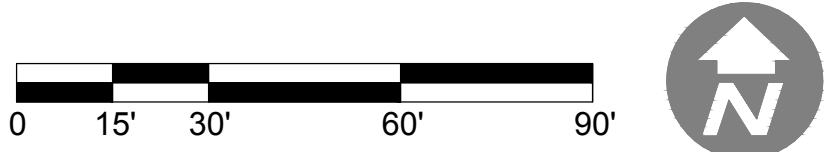
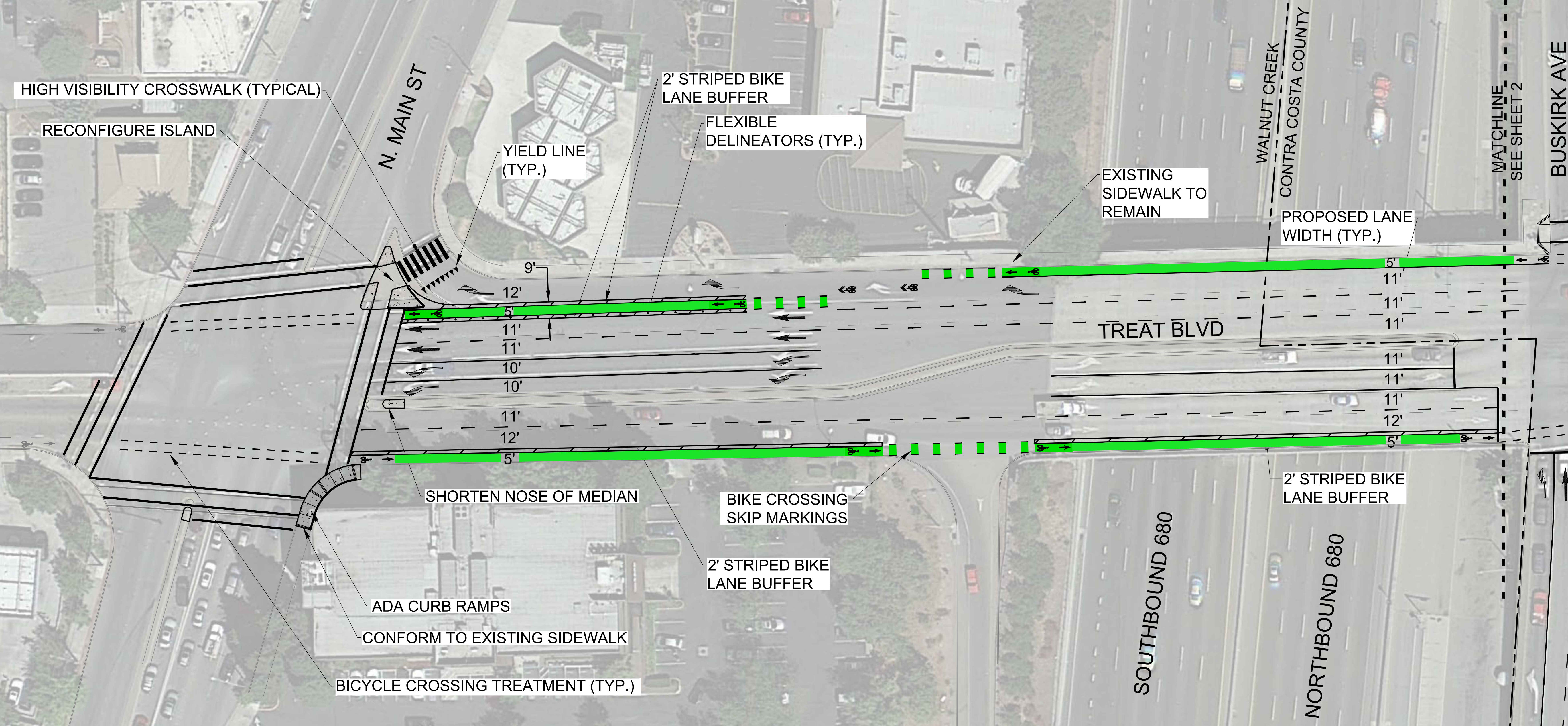
Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan
I-680 Off-Ramp Alternatives



Alternative A		Alternative B		Alternative C		Alternative D and Alternative E	
1 L, 1 T, 1 T/R, 1 R		1 L, 2 T, 1 R		1 L, 1 T, 1 T/R, 1 R		1 L, 2 T, 2 R (Con. D)	1 L, 1 T/R, 2 R (Con. E)

Lane Configurations: L = Left, T = Through, R = Right

Concept 4A/Alternative 4C (Preferred Project)

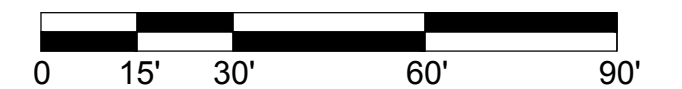
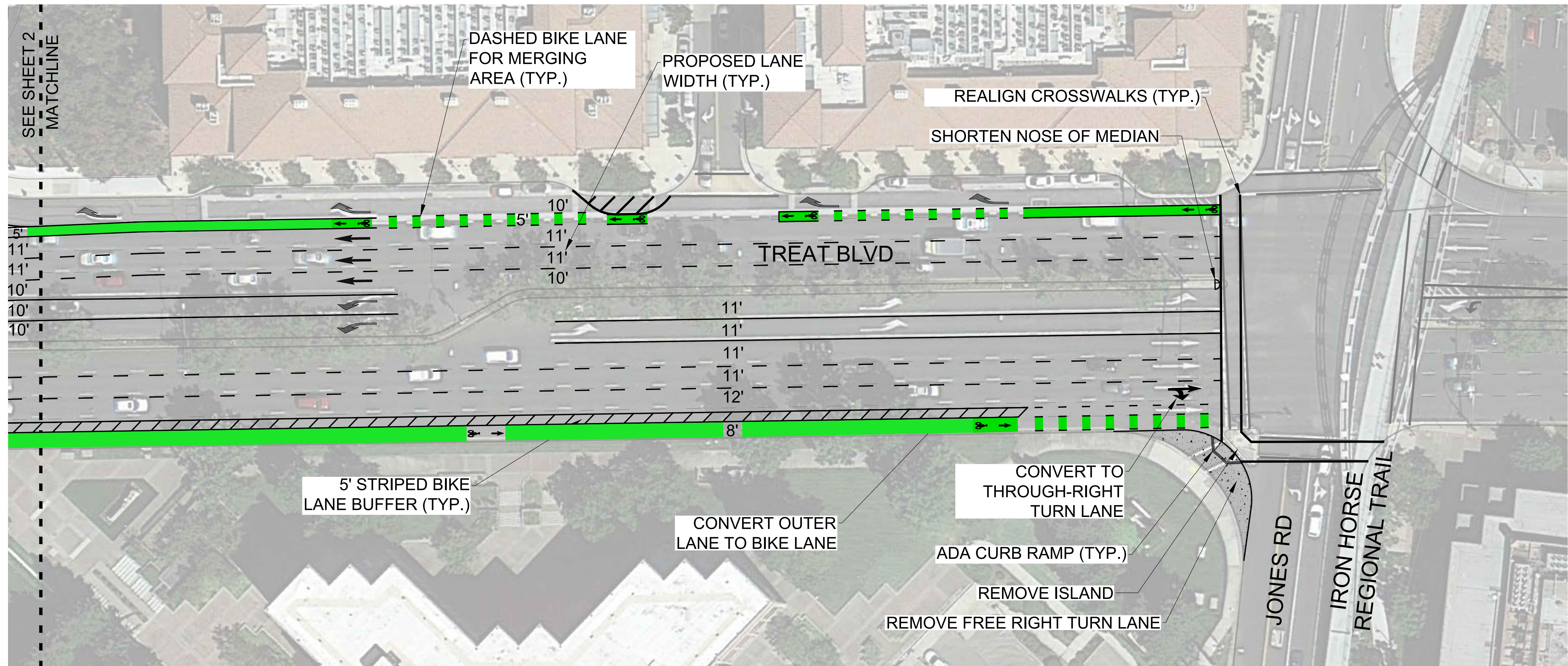


DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A/Alternative 4C

SCALE: AS SHOWN DATE: JULY, 2017

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DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

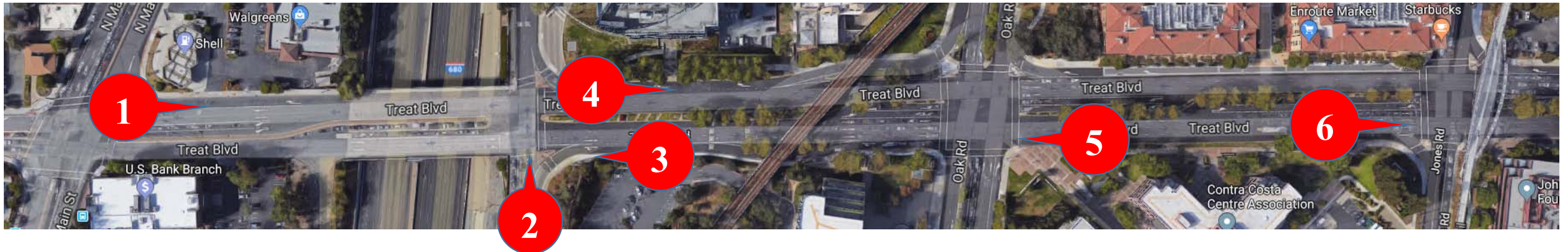
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A/Alternative 4C

SCALE: AS SHOWN

DATE: JULY, 2017

SHEET
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 OF
3

Design Renderings (Preferred Project)



1. Treat Boulevard/North Main Street Intersection (view looking east)
2. Treat Boulevard/Buskirk Ave Intersection (view looking north)
3. Treat Boulevard/Buskirk Avenue Intersection (view looking west)
4. Treat Boulevard (view looking east toward Oak Road Intersection)
5. Treat Boulevard/Oak Road Intersection (view looking west)
6. Treat Boulevard/Jones Road Intersection (view looking east)



Treat Boulevard/North Main Street Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/North Main Street Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Buskirk Ave Intersection
(view looking north)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Buskirk Ave Intersection
(view looking north)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Buskirk Avenue Intersection
(view looking west)

3

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Buskirk Avenue Intersection
(view looking west)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard
(view looking east toward Oak Road Intersection)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard
(view looking east toward Oak Road Intersection)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Oak Road Intersection
(view looking west)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Oak Road Intersection
(view looking west)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Jones Road Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Jones Road Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



**Contra
Costa
County**

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: March 13, 2018

Subject: Close a portion of Jones Rd. between Coggins Dr. and Harvey Dr., on March 13, 2018 through August 8, 2019, Walnut Creek, area

RECOMMENDATION(S):

ADOPT Resolution No. 2018/81 approving and authorizing the Public Works Director, or designee, to partially close a portion of southbound lanes of Jones Road between Coggins Drive and Harvey Drive, on March 13, 2018 through August 8, 2019, 24 hours per day, for the purpose of construction access and to create safe area to unload trucks with overhead crane and to construct frontage improvements, Walnut Creek area. (District IV)

FISCAL IMPACT:

No fiscal impact

BACKGROUND:

Applicant shall follow guidelines set forth by the Public Works Department.

CONSEQUENCE OF NEGATIVE ACTION:

☒ APPROVE

☐ OTHER

☒ RECOMMENDATION OF CNTY ADMINISTRATOR

☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **03/13/2018** ☒ APPROVED AS RECOMMENDED ☐ OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Diane Burgis, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: March 13, 2018

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy

Contact: Bob Hendry (925)
674-7744

Applicant will be unable to close the road for planned activities.

ATTACHMENTS

Resolution No.

2018/81



MCE Contra Costa – The Basics

Welcoming Concord, Danville, Martinez, Moraga, Oakley, Pinole, Pittsburg, San Ramon, and unincorporated Contra Costa County

Contact Information:

1. Phone: 1 (888) 632-3674

- Call center reps available 24/7 from the mailing of the first notices in February until June 30 to process opt out and Deep Green requests.
- Regular hours for all other questions: Monday – Friday 7 AM to 7 PM
- Over 240 languages available to non-English and non-Spanish speaking callers through translation services, including Vietnamese, Mandarin, Cantonese, Tagalog, Russian and Laotian.

2. Website:

English

www.mceCleanEnergy.org/ContraCosta

www.mceCleanEnergy.org/optout

Spanish

es.mceCleanEnergy.org/opt-out

3. Email: info@mceCleanEnergy.org

This email address is read and maintained by MCE's senior account services staff.

4. Office: MCE | 1125 Tamalpais Ave., San Rafael, CA 94901

Business hours for customer walk-ins are Monday – Friday 9 AM to 4 PM

Frequently Asked Questions:

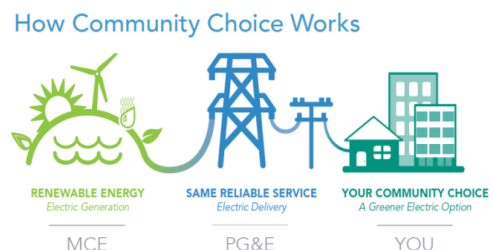
Visit www.mceCleanEnergy.org/faq for a complete list of questions and answers.

What is MCE?

MCE is a local, not-for-profit, public agency that partners with PG&E to provide more renewable electricity at competitive rates. MCE has served Marin County since 2010; the City of Richmond since 2013; Benicia, El Cerrito, San Pablo, and unincorporated Napa County since 2015, and Calistoga, Yountville, St. Helena, American Canyon, and Napa, as well as Lafayette and Walnut Creek in Contra Costa County, since 2016. In 2017, nine new Contra Costa communities joined MCE. These include Concord, Danville, Martinez, Moraga, Oakley, Pinole, Pittsburg, San Ramon, and unincorporated Contra Costa County.

Historically in Contra Costa County, PG&E has been the only electricity provider, which includes two services: 1) electric generation (i.e., the sourcing of the energy); and 2) electric delivery (i.e., transmission and distribution of the energy through power lines). Beginning in April 2018, MCE will replace PG&E as the primary provider of electric generation services, and PG&E will continue to provide electric delivery services. Customers can still choose PG&E for electric generation services by opting out of MCE.

MCE offers choices of 50% to 100% renewable energy at rates set by a democratically elected Board of Directors in meetings open to the public. By choosing MCE, customers help support new in-state and local renewable energy projects. Meanwhile, PG&E continues to deliver electricity,



maintain powerlines, and provide monthly billing services. For MCE customers, energy bills include separate charges for MCE and PG&E services. Customers are never double-billed because MCE's generation charges replace PG&E's generation charges. MCE does not offer gas service.

What are my electricity options with MCE?

As described above, all electricity customers in Concord, Danville, Martinez, Moraga, Oakley, Pinole, Pittsburg, San Ramon, and unincorporated Contra Costa County will be enrolled with MCE's 'Light Green' 50% renewable option in April 2018, unless they choose another option. These other options include MCE's 'Deep Green' 100% renewable energy or opting out of MCE to remain with PG&E's energy supply (currently 33% renewable). Information about additional PG&E service options is available at www.PG&E.com.

How do I opt out or sign up for MCE's Deep Green 100% renewable energy?

Online: www.mcecleanenergy.org/optout
www.mcecleanenergy.org/dg-enroll

By Phone: 1 (888) 632-3674

There is no fee for customers who opt out of MCE before service starts in April 2018 or within the first 60 days of service (i.e., before June 2018). Customers who opt out after 60 days of service with MCE will be subject to a one-time \$5 (residential) or \$25 (commercial) administrative fee. Customers will also be subject to PG&E's terms and conditions of service and will not be able to return to MCE service for one year. **Please have your PG&E account number ready so that we can process your request.**

When does this all take place and how will I be notified?

Electricity customers in Contra Costa County will be enrolled with MCE in April 2018, unless they choose to opt out. Between February and June of 2018, customers will receive four MCE enrollment notices in the mail explaining the change of service and providing instructions on how to opt out. Customers may request to opt out any time after they receive their first notice in February. This may be done online, or by phone, using the contact information above. If customers do not opt out prior to the start of their April billing cycle, they will be enrolled in MCE's 'Light Green' 50% renewable option, but may request to opt out at any time, even after service starts. Customers may also request to enroll in MCE's Deep Green 100% renewable option anytime.

How do MCE rates compare to PG&E's?

MCE's rates replace a portion of PG&E's regular rates (i.e., the electric generation charges) and are not an added fee. Typical customers currently pay slightly less for MCE's 50% renewable electricity compared to PG&E's 33% renewable electricity, with costs nearly identical. Part of MCE's mission is to provide stable and competitive rates. MCE has reduced rates the past two years in a row (by an average of 9% and 3.7% respectively), while providing substantially more renewable energy. MCE has limited rate changes to once annually, and as a local public agency, all changes are discussed and reviewed at public meetings by MCE's Board of Directors. MCE's Board is composed of democratically elected officials from each community MCE serves and Directors are not paid for their role with MCE.

PG&E will implement new rates beginning March 1. MCE will review promptly, and if needed to continue providing competitive rates, will adjust its own rates. **Discount programs such as CARE, FERA, are and Medical Baseline are unaffected by enrollment; these customers receive the same discount with MCE as they would with PG&E.**

For up-to-date rates and cost comparisons, please visit: mceCleanEnergy.org/rates.



FAQ

MCE Contra Costa

CHOOSE FROM 33%, 50%, OR 100% RENEWABLE ENERGY

Starting this April, residents and businesses in Concord, Danville, Martinez, Moraga, Oakley, Pinole, Pittsburg, San Ramon and unincorporated Contra Costa County will have more renewable, locally controlled energy service with MCE at lower rates than PG&E, or they can choose another option.

YOUR SERVICE OPTIONS



MCE Light Green | 50% RENEWABLE

Take no action and start saving automatically in April.



MCE Deep Green | 100% RENEWABLE

Eliminate your electricity-related carbon footprint by opting up to 100% California renewable energy.



PG&E | 33% RENEWABLE

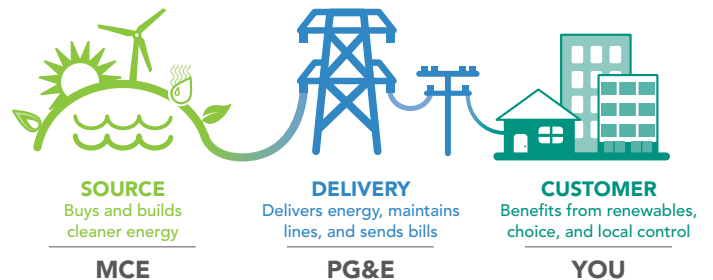
You can choose to opt out and continue purchasing energy from PG&E.

How does MCE affect electricity services for Contra Costa residents and businesses?

Aside from having access to more renewable energy, not much will change. Residents and businesses can choose 50–100% renewable energy from MCE, a local public agency. MCE customers continue to enjoy the same reliable electricity service, with PG&E delivering power, maintaining the wires, and providing billing and gas services.

With MCE's Light Green service option, at least half of the electricity you purchase is generated by renewable resources. Residents and businesses may also opt up to MCE's Deep Green 100% renewable energy, or opt out and choose PG&E's 33% renewable energy.

HOW MCE WORKS



Does MCE cost less than PG&E?

Yes. MCE's 50% renewable electricity **costs less** than PG&E's 33% renewable electricity. Typical customers will save between 2–5% (3% on average) with MCE, depending on their rate class. MCE has reduced rates the past two years in a row.

Discount programs such as CARE, FERA, and Medical Baseline are unaffected by enrollment; these customers receive the same discount with MCE as they would with PG&E.

For detailed rates and cost comparisons visit:
mceCleanEnergy.org/rates

Are MCE's rates more stable than PG&E's?

Yes. While PG&E historically changes rates 3–5 times a year, MCE has never changed its rates more than once a year.

Do CARE, Medical Baseline, and other discount programs continue with MCE service?


Yes. Discount programs, like CARE and FERA, and Medical Baseline, are unaffected by MCE. Customers in these programs do not need to re-enroll nor take any further action.

WE'RE HERE TO ANSWER YOUR QUESTIONS!

mceCleanEnergy.org/ContraCosta
1 (888) 632-3674
info@mceCleanEnergy.org

Will my billing service change?

No. PG&E will continue to send one monthly bill. Instead of one fee that combines charges for the delivery and generation of your electricity, the bill will show separate charges — one for electric delivery (provided by PG&E and highlighted below in blue) and one for electric generation (provided by MCE and highlighted below in green). **MCE's generation rates simply replace the generation charges you currently pay to PG&E;** they are not an additional charge.

 ENERGY STATEMENT www.pge.com/MyEnergy		Account No: 0123456789-0 Statement Date: 04/23/2018 Due Date: 05/14/2018
Service For:		
DEE P. GREENE 123 MAIN ST. CONCORD, CA 94518		
Questions about your bill? 24 hours per day, 7 days per week Phone: 1-866-743-0335 www.pge.com/MyEnergy		
Your Account Summary		
Amount Due on Previous Statement		\$135.57
Payment(s) Received Since Last Statement		-135.57
Previous Unpaid Balance		\$0.00
Current PG&E Electric Delivery Charges		\$82.45
MCE Electric Generation Charges		38.06
Current Gas Charges		16.58
Total Amount Due by 05/14/2018		\$137.09

Is MCE's power supply more renewable than PG&E's?

Yes, considerably! MCE's power supply contains a higher portion of renewable resources like solar, wind, bioenergy, and geothermal. According to the most recent California Energy Commission Power Content Labels, MCE's Light Green service is 55% renewable compared to PG&E's 33% renewable service. MCE's board has elected not to procure energy from nuclear sources.

Why am I enrolled in MCE if I don't opt out?

Local Community Choice Aggregation (CCA) programs, like MCE, are required by state law to be the primary electricity provider for the communities they serve, rather than existing investor-owned utilities like PG&E. For this reason, customers may opt out of MCE to purchase their electricity from PG&E's power supply.

Which communities does MCE serve?

MCE has been serving Bay Area electric customers since 2010. Today nearly 255,000 customers in Marin and Napa Counties, and the cities of Benicia, El Cerrito, Lafayette, Richmond, San Pablo, and Walnut Creek are buying

more renewable energy from MCE. Concord, Danville, Martinez, Moraga, Oakley, Pinole, Pittsburg, San Ramon, and unincorporated Contra Costa County will also be enrolling with MCE in April.

What kind of organization is MCE and who controls it?

MCE is a local, not-for-profit, public agency directly controlled by its member communities — like Contra Costa County. Formed by the public to buy cleaner power and re-invest ratepayer dollars locally, MCE always prioritizes the interests of its customers. MCE's Board of Directors are democratically elected leaders from each community MCE serves and are not paid for their role with MCE. In consultation with MCE's staff, the Board determines MCE's rates, policies and programs in meetings that are open to the public. The following elected leaders are MCE's newest Board members and represent the values of their respective communities: Mayor Edi Birsan (Concord), Supervisor Federal Glover (Contra Costa County), Councilmember Lisa Blackwell (Danville), Mayor Rob Schroder (Martinez), Mayor Dave Trotter (Moraga), Councilmember Sue Higgins (Oakley), Councilmember Maureen Toms (Pinole), Vice Mayor Peter Longmire (Pittsburg), and Councilmember Scott Perkins (San Ramon).

How is MCE funded?

Like PG&E, MCE is funded by electricity ratepayers through their monthly energy purchases. MCE is not funded by taxpayers. A cornerstone to MCE's mission is to redirect ratepayer dollars back to local economies, and reinvest in its communities by providing low, stable rates. MCE also supports local workforce development through renewable energy projects within its service area, and partnering with community-based organizations to help expand energy savings programs.

MCE has allocated \$155,000 for solar rebates to low-income customers. Over 7 million gallons of water have been saved through MCE's Energy Efficiency Program. And in California, MCE's new, renewable energy projects — such as a 10.5 megawatt solar project in Richmond — have supported over 2,800 jobs to date, including union jobs.

WHAT DOES MCE OFFER CONTRA COSTA?

- » **Ability to choose** your electricity provider and service
- » **Lower cost** — typical customers pay 2–5% less per month for MCE's Light Green service than for PG&E
- » **Environmental benefits** from renewable energy sources
- » **Local control** through a Board of Directors of elected officials representing each member community
- » **Community investment** through local renewable development projects, including a new 10.5 MW solar farm in Richmond
- » **Support of over 2,800 green collar, California jobs** through contracted power and energy efficiency projects
- » **Energy efficiency programs** to help small businesses and multifamily properties save money and energy



Senator Scott Wiener, 11th Senate District

Senate Bill 35 – *Housing For A Growing California:* Housing Accountability & Affordability Act

SUMMARY

Senate Bill 35 ensures that all communities in California create the housing we desperately need to address our statewide housing shortage, and spur the creation of affordable housing in California by streamlining the approval process.

BACKGROUND/EXISTING LAW

California is in the depths of a housing shortage. Our State's housing production has not kept pace with population growth, particularly for low and middle income residents. California households in the bottom quarter of the income distribution—the poorest 25 percent of households—report spending four times more of their income (67 percent, on average) than households in the top quarter of the income distribution (16 percent, on average).

Every 8 years, each California city receives a Regional Housing Needs Assessment (RHNA) goal from the Department of Housing and Community Development (HCD) for how many future units of housing the city must include in its zoning plan. However, HCD cannot require cities to follow through with producing the housing in their own zoning plan, and too many communities either ignore RHNA or make inadequate efforts to comply with it. HCD does not comprehensively track housing production data.

PROBLEM

The negative impacts of California's housing shortage threaten our state's economic growth, environmental well-being, and diversity. It is far too expensive to rent or buy a home in California, which results in displacement, evictions, and families being pushed out as they grow. Teachers, retail workers, first responders, and other middle-income professionals often have crushing commutes as they increasingly cannot afford to live near their jobs.

California has a long tradition of broad local control, and in many areas, local communities are in the best position to judge what makes sense for their residents. However, when local communities refuse to create enough housing—instead punting housing creation to other communities—then the State needs to

ensure that all communities are equitably contributing to regional housing needs. Local control must be about how a community meets its housing goals, not whether it meets those goals. Too many communities either ignore their housing goals or set up processes designed to impede housing creation.

Allowing local communities to ignore their responsibility to create housing has led to a housing disaster—triggering huge economic, environmental, and social problems.

SOLUTION

Under SB 35, as amended, cities that are on track to meet their RHNA housing production goals at all income levels will retain full local control over how they approve housing. When cities do not meet their housing obligations, approval of qualified housing projects will be streamlined until cities do meet their goals.

For streamlining to apply, a project must include housing for certain income levels where there is a shortage of production, pay a prevailing wage for construction labor, and meet all objective affordability, density, zoning, historic, and environmental standards outlined in the bill.

The new, streamlined approval process will require localities to approve projects only on the basis of whether the project complies with the objective SB 35 qualifying criteria and pass design review. The streamlined process applies only when unmet income-based categories are addressed. For example, if a city is meeting its market rate housing RHNA goals but not its low income housing goals, streamlining will apply only to those projects that add low income units.

This bill also requires all charter cities to report their annual housing production to HCD, and will require HCD to ensure housing production data is detailed, up-to-date, and publicly accessible on the internet. Currently, general law cities must report their housing production, but charter cities and city/counties are not required by law to do so.

FOR MORE INFORMATION

Ann Fryman, *Legislative Aide*
ann.fryman@sen.ca.gov; (916) 651-4011



Senator Scott Wiener, 11th Senate District

Senate Bill 827 – Zoning Near High-Quality Transit

SUMMARY

Senate Bill 827 establishes an incentive for building housing near high-quality transit by exempting these developments from certain restrictive and low-density zoning standards.

BACKGROUND/EXISTING LAW

Over the past several decades, California has adopted aggressive climate policies to reduce greenhouse gas emissions and local air pollution while stifling new housing construction, particularly new infill housing close to transit. This mismatch of priorities cannot be realigned until we tackle zoning, particularly single family home zoning and other low-density patterns.

Existing law leaves zoning decisions exclusively to local governments, even in areas where high-quality transportation infrastructure receives funding from the state. The Caltrans Strategic Management plan set a goal to double transit ridership between 2015 and 2020, but there is no housing or land use component that is aggressive enough to get us there. Local governments play an outsized role in determining how many Californians have daily, walkable access to public transit.

PROBLEM

The negative impacts of California's housing shortage threaten our state's economic growth, environmental well-being, and diversity. It is far too expensive to rent or buy a home in California, which results in displacement, evictions, and families being pushed out as they grow. Teachers, retail workers, first responders, and other middle-income professionals often have crushing commutes as they increasingly cannot afford to live near their jobs or public transportation.

In many communities, restrictive zoning – such as mandating single-family homes – limits the number of Californians who can live near public transportation. These zoning controls are socially exclusive, anti-urban, and in opposition to the state's adopted climate goals. More and more of California's high opportunity areas are neighborhoods with high-quality public transit, yet Californians continue to suffer from lack of opportunity and poor air quality because of

exclusionary housing policies. Restrictive zoning near transit often comes in the form of maximums on density, floor area ratio, and height, and results in a select few privileged households having access to our vital urban infrastructure.

SOLUTION

Establishing state minimum zoning near high-quality transit ensures that neighborhoods with transit access will have abundant housing and opportunity in livable communities, and that California's transit agencies will see increases in ridership. Transit-rich housing parcels are those within ½ mile of a major transit stop or ¼ mile from a high-quality transit corridor – parameters that were set in SB 375 to help plan sustainable communities at the regional level.

A development in a transit-rich housing zone will be exempted from local controls on maximum residential density, maximum floor area ratio, and minimum automobile parking spaces. In addition, if the local government has adopted height maximums that are lower than 45 to 85 feet, depending on the transit access and urban design characteristics of the street, a transit-rich housing project is granted a new, higher height limit to accommodate more homes.

STATUS

- Pending bill referral

CO-AUTHORS

- Assemblymember Phil Ting (Principal)
- Senator Nancy Skinner

SPONSOR

- California YIMBY

FOR MORE INFORMATION

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